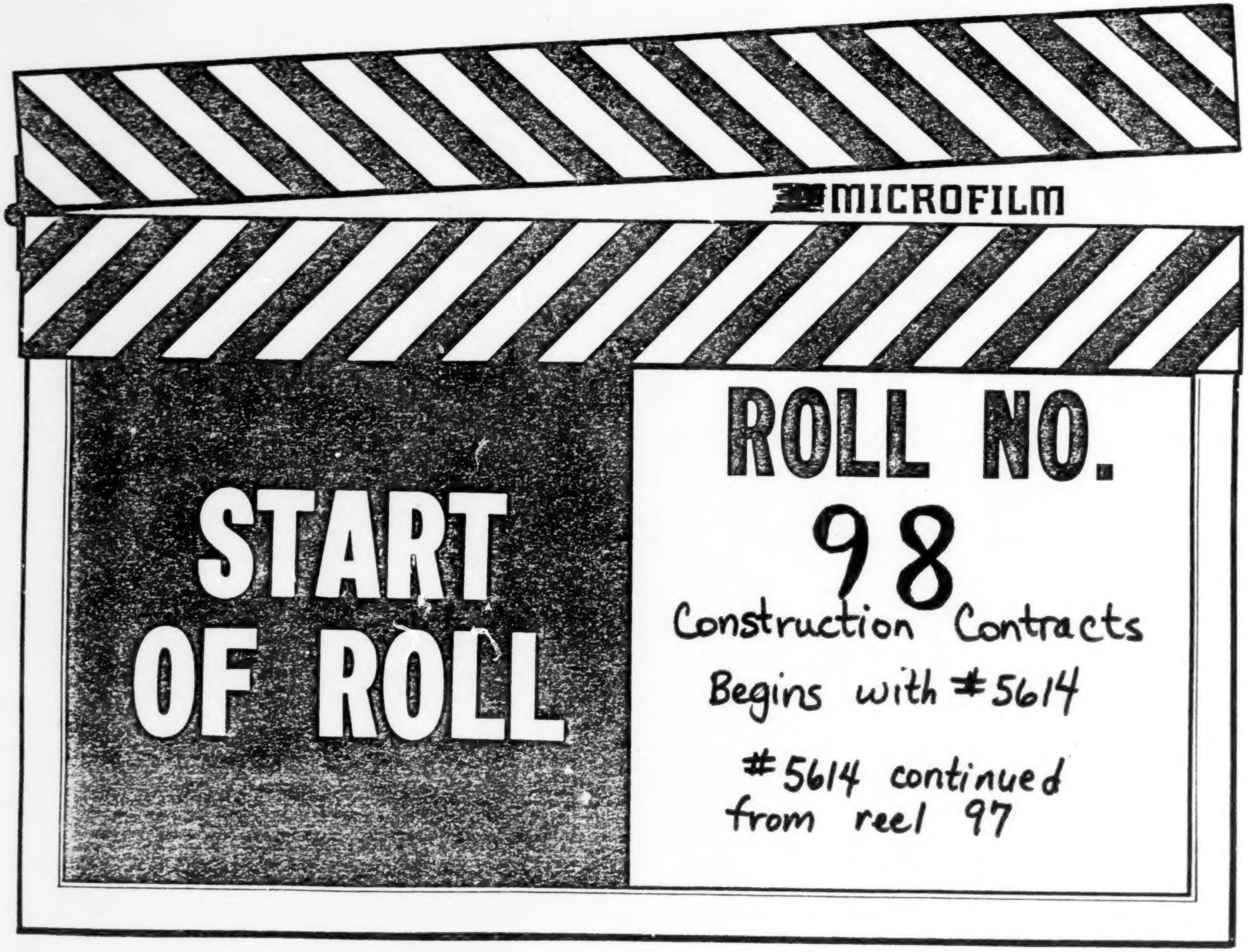

MICROFILM

START OF ROLL

ROLL NO.

98

Construction Contracts

Begins with #5614

#5614 continued from reel 97

U-161(28) Ferry St. Southbound Off- 1960
Ramp at Eugene (struc., grad.,
#5614 pav., landsc., signs & illum.)

C4R 2302 3-16-60

C4R 1213 5-3-60

RECEIVED
FEB 6 1961
FOR FILING

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

U-161(28)

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5614

DATE: February 2, 1961

By: D M Emrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon Project U-161(28)
Ferry St. Southbound off-ramp, Sign Revision

Reference is made to your letter of January 31, 1961 concerning the modification of Sign No. 3 previously installed on subject project.

We concur in your suggested treatment of this sign with the understanding that any costs incurred as a result of this modification will not be eligible for Federal participation. It is also requested that the permanent type change be made as soon as practical.

Porter
E&W
Crandall

RECEIVED
FEB 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JAN 20 1961
FOR FILING

U-161(28)

5614

T

January 18, 1961

Mr. W.C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project No. U-161(28) - Sign Revisions

Reference is made to Mr. Paxson's letter of January 16, 1961 requesting revision to sign No. 2, which was installed under subject project, and the addition of several other signs that are to be placed outside the project limits. This work is to be accomplished by State Forces without Federal participation.

maint
traffic
Rd. Mks.
Eugene

Approval of the changes and additions as set forth in the above mentioned letter is hereby granted provided such signing work conforms with regulations set forth in the Standard Manual of Uniform Traffic Control Devices.

RECEIVED
JAN 19 1961
FOR FILING

U-161 (28)

5614

C
O
P
Y

January 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Because of difficulty in traffic operations, it appears necessary to make certain changes in the guide singing on US99 at the Ferry Street southbound off ramp. The proposed changes are as shown on the attached sketch.

Sign No. 2, as installed under the signing portion of Contract No. 5614, Project No. FAP U-161(28), will be changed in regard to message content from "CTITY CENTER" to "SIXTH AVENUE". The additional signs to be installed will all be outside the limits of this contract project. It is proposed to do all of the work with State forces without Federal participation.

Maint 2 Rd. Mks - Eugene

Your approval is requested in regard to the proposed plan changes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. W. C. Williams
Mr. F. B. Cransall

VPJ:pk ae

RECEIVED
DEC 27 1960
FOR FILING

4-161 (28)

5614

December 23, 1960

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon

Dear Mr. McKinley:

Reference is made to your letter of December 21 concerning illumination and signalization at the Coburg Road and "Q" Street intersection. It will be about 30 days before the installation is complete and ready for delivery of power. I hope that within that time the matter can be disposed of with the City Council.

I agree that there is need of these services at the intersection, and we will get the lighting system in operation as soon as it is ready and will confer further with you with reference to the cost of operation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. F. B. Crandall

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

December 21, 1960

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attn: Mr. G. S. Packson, Asst. State Highway Engineer

Dear Mr. Packson:

You wrote to the City of Eugene on November 15, 1960 requesting that the City assume the cost of illumination and signalization between the Ferry Street Bridge and a point east of Oakway. This work was shown on T.E.D. drawing No. 1492 and T.E.D. drawing No. 1390.

When your letter was received I asked the Eugene Water and Electric Board to give me an estimate of the cost to the City of assuming this maintenance and operation function. The Eugene Water and Electric Board informs me that they do not have a schedule for this particular type of installation and are studying the matter with a view to getting the Board to set a monthly cost figure. I have delayed taking matter to the City Council pending receipt of the figure from the Eugene Water and Electric Board because I am not now in a position to tell the Council what the approximate cost will be. When that figure is received, and assuming that it can be fitted into our streeting lighting budget, I will be happy to recommend to the City Council that your request be complied with.

In the meantime, should you desire to activate the lighting and the signals at the Oakway intersection with Cobrug Road, it would seem to be feasible for this to be done and an adjustment to be made when the schedule is received from Eugene Water and Electric Bord and when the Council has acted upon the proposed agreement. The lighting of this area is needed now because of the rainy and foggy nights and the amount of traffic being handled in this stretch of the street system.

I hope that it will be possible to complete this transaction in the near future to our mutual satisfaction.

Very truly yours,

Hugh McKinley
City Manager

RECEIVED
DEC 22 1960
OREGON
STATE HIGHWAY COMMISSION

HM:J

RECEIVED
DEC 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1960
FOR FILING

[illegible]
[illegible]
[illegible]

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

December 16, 1960

Eugene Water & Electric Board
P.O. Box 1112
Eugene, Oregon

Attn: Mr. Whitney

Gentlemen:

In accordance with the agreement between the City of Eugene and the Oregon State Highway Department, the City of Eugene wishes to inform you of its committment to assume the cost of the maintenance and operation of the illuminateon installation on the Ferry Street-Southbound off-ramp section of the Pacific Highway West in the City of Eugene. Please adjust your records accordingly and bill the City of Eugene for this service.

Very truly yours,

Hugh McKinley
City Manager

HM:j
cc: Oregon State Hwy Dpt
Attn Mr. Floyd Query, Secty

NOTED
FLOYD QUERY

[redacted]

RECEIVED
DEC 19 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 13 1960
FOR FILING
U-161 (24)
5614

December 12, 1960

Hannan Brothers Co.,
8410 SE Otty Road
Portland
Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 12, 1960, had under discussion your request for an extension of time for 19 additional workdays from 130 days to 149 days within which to complete your contract #5614 without the assessment of liquidated damages, for structure-signing-grading-paving-landscaping-illumination on the Ferry St. Southbound Off-Ramp of Pacific Highway West in Lane County.

We are pleased to inform you that the Highway Commission granted you 11 additional workdays from 130 days to 141 days. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Frank Morgan
Robert Ellison
Ivan D. Merchant
R. L. Porter
C. W. Maison

RECEIVED
DEC 9 - 1960
FOR FILING
U-161 (28)

5614

December 8, 1960

Request for extension of time
No. 6
December 12-13 meeting

Oregon State Highway Commission

Gentlemen:

Hannan Bros. Company, contractor on the Ferry Street Bridge Off Ramp Section, Contract No. 5614, has requested an additional 19 days' time, without assessment of liquidated damages, in which to complete work on the contract. The contractor's request is based on the fact that plan changes in structure dimensions and street grades made during the progress of the work, extra work added, and delay on the part of the State in developing satisfactory plans for handling traffic and paving work in the project area delayed his over-all completion of the work. A copy of the request is attached.

Investigation into the contractor's stated reasons for delays indicates they are essentially correct. The work involved cutting into an existing structure and matching in new work and some new street work along with altering existing street work. Minor errors in the original survey work from which the construction plans were developed required changes in and additions to the construction plans. These errors could not be corrected until the contractor opened up the work. The plan changes were necessary and did delay the contractor's work as stated.

In view of the fact that the contractor was delayed by conditions beyond his control, I recommend that an extension of 11 days without assessment of liquidated damages be granted. Delays in completing construction work on this contract did not inconvenience traffic in the project area. All work on the project, with the exception of construction of some lawn, is completed. Construction of the lawn will be delayed until favorable weather next spring.

This is a federal-aid project, and the Bureau of Public Roads concurs in the recommended extension of time.

Very truly yours,

CAG:nk me

W. C. Williams
State Highway Engineer

Enclosure

cc Mr. Ivan Merchant

RECEIVED
DEC 8 - 1960
FOR FILING

U-161 (28)

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: Mr. Ivan Merchant

DATE: November 23, 1960

FROM : C. G. Polk, Division Engineer
08-35.6

By: D M Emrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Ferry St. Ramp, U-161(28), Time Extension

For the reasons set forth in Mr. Merchant's letters of November 14 and 21, 1960, we concur in the proposed time extension of 11 days for the subject project.

Copy to Merchant
11/25/60

RECEIVED
NOV 25 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1960
FOR FILE

FORM CD-121

UNITED ST ES VERNMENT

Memorandum

S. ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

U-161 (28)

TO :Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5614

Attention: Mr. Ivan Merchant

DATE: November 17, 1960

FROM :C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

CGPolk

SUBJECT:Time Extension for Ferry Street Ramp, U-161(28)

Reference is made to Mr. Merchant's letter of November 14, 1960, wherein he requested our concurrence in a time extension of 11 days for the above project.

We are aware of two plan changes or additions consisting of raising a section of curb and extending another section of curb which may have accounted for some minor delay. Before approving a time extension we should be advised of all the actual conditions or revisions which contributed to the overrun in time.

11-18-60
Referred to Merchant
for answer.

R[illegible]
[illegible] 18 1960
[illegible]

NOTED
G. S. PAXSON

RECEIVED

NOTED
W. E. WILLIAMS

U-161 (24)

5614

R E S O L U T I O N

WHEREAS, the Eugene-Springfield Mayor's Coordinating Council is an organization composed of the administrative and elective heads of the public agencies in the Eugene-Springfield area, including the City of Eugene, the City of Springfield, Lane County, the Springfield Chamber of Commerce, the Eugene Chamber of Commerce, the Eugene Water and Electric Board, Springfield Municipal Power, Eugene School District #4, Springfield School District #19, Bethel School District #52, the University of Oregon, the Willamalane Park and Recreation District, and the Lane County Central Planning Commission, and

WHEREAS, at a meeting held on Tuesday, November 1, 1960, wherein all of the above agencies except the University of Oregon and the Willamalane Park and Recreation District were in attendance, the matter of the schedule for the servicing of the "Q" Street Expressway from the new 99 Freeway Interchange to the junction of said expressway with Mill Street in Springfield was discussed and considered, and

WHEREAS, the said Mayor's Coordinating Council is advised that the Oregon State Highway Department does not intend to do any surfacing work upon said section so as to make the same available for use during the Fall of 1960 and Spring and Summer of 1961,

NOW THEREFORE, IT IS HEREBY UNANIMOUSLY RESOLVED AS FOLLOWS:

1. That it is in the public interest that said section of "Q" Street be surfaced at the earliest possible date particularly for its immediate use during the Fall of 1960.

2. That if it is not possible because of weather or construction conditions to place the permanent surface on said portion of "Q" Street, the Oregon State Highway Department is urged to consider the placing of at least temporary surfacing to make said route available for limited use immediately.

Work Done + Road opened to Traffic
W.E.W.

3. That the Mayor's Coordinating Council believes that such surfacing is necessary for purposes of safety, for limited traffic by-pass purposes and to assist in the relieving of expected congestion on the Ferry Street Bridge-8th Street Overpass, and for immediate and more convenient entrance to Springfield from the said Pacific Highway 99 and to and from Eugene, and access from Springfield to the said Pacific Highway 99.

Dated and signed at Eugene, Lane County, Oregon, this 1st day of November, 1960.

Edward C. Harms Jr.
Edward C. Harms, Jr.
Chairman
Mayor's Coordinating Council

RECEIVED
NOV 17 1960
FOR FILING
11-161 (28)
5614

COPY

November 15, 1960

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon

Dear Mr. McKinley:

The Oregon State Highway Department has let a contract for the signalization of the intersection of Coburg Road and the off ramp from the "Q" Street freeway. At the same time, we let to contract the illumination of that portion of Coburg Road and the "Q" Street ramp connections thereto from the Ferry Street Bridge to a point east of Oak Way. This work is as shown on TED Drawing No. 1492 and TED Drawing No. 1390, copies of which were made available to you by our Traffic Engineer in Oral discussion on this subject.

At the time the Commission let this work to contract, the area was outside the corporate limits of Eugene, and subsequent annexations have embraced this area. In keeping with Departmental policies, it is respectfully requested that the City of Eugene assume the maintenance and operation of the signal and lighting signalization. Normally, the City and State share equally in the cost of signalization. In this instance, however, we will waive this stipulation and assume the total cost. We likewise will assume the total cost of the installation of illumination.

If this meets with your approval, we would be pleased to prepare an agreement covering the points in question.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams, Mr. F. B. Crandall, Mr. C. H. Maison
Mr. W. O. Widdows

JAH:njc ae

RECEIVED
OCT [illegible] 1960
FOR FILING
11-161 (2A)
5614

Salem, Oregon
October 13, 1960

Opening 8th Street ramp
Eugene

Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. Victor D. Wolfe
Mr. Tom Edwards
Mr. Ivan Merchant
Mr. F. B. Crandall
Mr. W. O. Widdows

After a conference with City Manager Hugh McKinley of Eugene, this date, it was decided that the 8th Street ramp in Eugene would be opened to traffic at 10 a.m. on October 25. It is anticipated that the construction work will be completed by October 21 but the City has requested additional time to take care of details with respect to routing, signing, et cetera.

Forrest Cooper
Deputy State Highway Engineer

FC:fm

cc Mr. F. B. Morgan
Mr. J. D. Mickey

A

#5614

RECEIVED
[illegible] 1960

FORM E-30X 90M 7-59 22125

FOR FILING
U-161(28)

5614

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
May 3, 1960

MISC. CONTRACTS and AGREEMENTS No. 1213

SUBJECT: File No. L-1576
Off-Ramp Construction Agreement
Ferry Street O-Xing
Eugene - Lane County
S. P. Co.

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you executed copy of construction agreement with Southern Pacific Company covering an off-ramp on the Ferry Street Overcrossing in Eugene.

Distribution of copies of the instrument has been made as indicated below.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
Ivan Merchant (3)
Tom Edwards
I. A. DeFrance (2)
Frank Morgan (2)
J. W. Nash

NOTED
FLOYD QUERY

FORM 2-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
APR -1 1960
FOR F[illegible]

5614

April 1, 1960

Hannam Brothers Company
8410 SE Otty Road
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5614, awarded March 10, 1960, for structure-signing-grading-paving-landscaping-illumination on the Ferry St. Southbound Off-Ramp Section of Pacific Highway West in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
MAR 31 1960

NOTED
W. C. WILLIAMS

FORM E-120-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5614

March 30, 1960

Mr. A. W. Kilborn, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: File No. L-1576
Off-Ramp Construction Agreement
Ferry Street O-Xing
Eugene - Lane County
S. P. Company

Dear Mr. Kilborn:

Herewith I hand you duplicate counterparts of proposed construction agreement relative to the above titled matter, your file No. 322, which have been executed by the State Highway Commission.

It is anticipated that after execution by Southern Pacific Company one complete executed copy will be returned to this office. It will expedite matters if your communication is addressed to my attention.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: W. C. Williams
Forrest Cooper
G. S. Paxson
Ivan Merchant
Tom Edwards

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

A

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FOR FILING
U 161 (25)
5614

AGENDA
APR 21 1960
5a

5e

Salem, Oregon
March 29, 1960

File No. L-1576
Off-Ramp Construction Agreement
Ferry Street Overcrossing
Eugene - Lane County
S.P. Company

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached is an agreement with the Southern Pacific Company covering construction of an additional off-ramp on the Ferry Street Overcrossing in Eugene in Lane County. This agreement has been signed by the State Highway Commission and is now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn

Confirmation

M

FORM E-30X 80M 7-59 22126

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 16, 1960

SUBJECT: File No. L-1576
Off-Ramp Construction Agreement
Ferry Street Overcrossing
Eugene - Lane County
S. P. Company

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you for execution by the Commission duplicate counterparts of the proposed agreement with Southern Pacific Company covering the construction of an additional off-ramp on the above titled project.

After execution by the Highway Commission please return both copies to me for further handling. No acknowledgement by the Commission will be necessary.

[Mr. Ivan Merchant advises me that the matter is very urgent so it is requested that execution by the Highway Commission be as prompt as may be possible, without waiting for the next Commission meeting.]

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:KS
Attach.

cc: W. C. Williams
G. S. Paxson
Ivan Merchant
Tom Edwards

AUTHORIZED BY HIGHWAY COMMISSION
DATE This has not been previously approved by the Commission. If you wish to sign it. I will place the matter on the next agenda for Confirmation. Lindas advises me that this procedure is legal.
Floyd Query
Secretary

CEIVED
PR 12 1960
FOR FILING

11-161(28)
5614

MISC. CONTRACTS and
AGREEMENTS No. 2202

Salem, Oregon
March 16, 1960

Agenda Item 4b-2

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Coop. Construction Agreement (illuminatio
Ferry Street-Southbound Off-ramp Sec.
Pacific Highway West
City of Eugene

Attached is a conformed copy of an agreement with the City of Eugene covering illumination installation on the Ferry Street- Southbound Off-ramp section of the Pacific Highway West in City of Eugene.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Eugene.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1960

SUBJECT: Coop. Constr. Agreement (Illumination)
Ferry Street-Southbound Off-ramp Section
Pacific Highway West
City of Eugene

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the illumination installation on the subject project. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/12/58.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

A

RECEIVED
APR 12 1960
FOR FILING

11 161(28)

5614

MISC. CONTRACTS and
AGREEMENTS No. 2202

Salem, Oregon
March 16, 1960

Agenda Item 4b-1

Coop. Construction Agreement
Ferry Street Off-ramp (Eugene) Section
Pacific Highway West
City of Eugene

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office, Engr., City & County Relations

Attached is a conformed copy of a cooperative construction agreement with the City of Eugene covering construction of the off ramp from the Ferry Street Overcrossing to US99.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Eugene.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1960

SUBJECT: Coop. Construction Agreement
Ferry Street Off-ramp (Eugene) Section
Pacific Highway West
City of Eugene

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/12/58.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer
2-19-60

AUTHORIZED BY [illegible] COMMISSION
DATE

Secretary

A

RECEIVED
MAR [illegible] 1960
FOR FILING

U 161 (21)

5614

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 16, 1960

SUBJECT: File No. L-1576
Off-Ramp Construction Agreement
Ferry Street Overcrossing
Eugene - Lane County
S. P. Company

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

L

Herewith I hand you for execution by the Commission duplicate counterparts of the proposed agreement with Southern Pacific Company covering the construction of an additional off-ramp on the above titled project.

After execution by the Highway Commission please return both copies to me for further handling. No acknowledgement by the Commission will be necessary.

Mr. Ivan Merchant advises me that the matter is very urgent so it is requested that execution by the Highway Commission be as prompt as may be possible, without waiting for the next Commission meeting.

J. W. DeSOUZA
Assistant Counsel

JWD:KS
Attach.

cc: W. C. Williams
G. S. Paxson
Ivan Merchant
Tom Edwards

A

RECEIVED
MAR 17 1960
FOR FILING
[illegible]

5614

March 16, 1960

Mr. Daniel C. Potter
City Recorder
City Hall
Eugene, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Eugene a fully executed copy of an agreement between the State Highway Commission and the City of Eugene covering illumination installation on the Ferry Street-Southbound Off-ramp Section of the Pacific Highway West in the City of Eugene.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAR 21 1960
FOR FILING

71-161(28)

5614

March 16, 1960

Mr. Robert A. Finlayson
City Manager
City Hall
Eugene, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Eugene a fully executed copy of an agreement between the State Highway Commission and the City of Eugene covering the construction of the off ramp from the Ferry Street Overcrossing to US99.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAR 11 1960
FOR FILING
U-161(28)
5614

A

March 10, 1960

Hannan Bros. Co.
8410 S. E. Otty Road
Portland 66, Oregon

Gentlemen:

The State Highway Commission on March 10, 1960 awarded to you State Highway Contract No. 5614 for structure, grading, paving, landscaping, signs and illumination on the Ferry Street Southbound Off-ramp at Eugene in Lane County.

This award was based on your bid of $240,091.43 which was the low bid submitted to the Commission on March 1, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc:
- Tom Edwards
- R. L. Porter
- R. G. Savage (SIAC)
- I. D. Merchant
- Mark Astrup

A

RECEIVED
[illegible] 1960
FOR FILING
U-161(21)

5614

When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

March 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5614 for Oregon Project U-161(28), Ferry Street Southbound off-ramp at Eugene, Pacific Highway, to Hannen Bros. Co. of Portland, Oregon, low bidder in the amount of $230,091.43 at the March 1, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig Baxter

NOTED
FORREST COOPER

Form E-1—(Rev.)— A

U-161 (28)
5614

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 5, 1960

Section Ferry St. Br. Southbound Off Ramp

Kind of work bridge ramps

Highway Pacific West County Lane

Section prefix

Contractor not awarded

Contract number

Date of contract , 19

Specified work days

Date work started , 19

Work days used

Project authorization $

Exclusive of engineering $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $

Engineering cost to date $, %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The field crew worked Monday completeing referencing of transit points.

NOTED
[illegible]

CONSTRUCTION DIVISION
RECEIVED
MAR 7 1960
NOTED— CE ACE ACE CDE

Noted
M. N. Juve

Signed

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cold, frosty		
Monday	" "		
Tuesday	" overcast		
Wednesday	rain		
Thursday	snow and rain		
Friday	rain		
Saturday			

RECEIVED
MAR 6 1960
FOR FILING

U-161(28)

5614

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying refer to
8-35.5

[illegible] State Highway Building
Salem, Oregon

March 4, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-161(28),
Ferry Street Southbound off-ramp

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Western Union Telegraph Company, dated January 15, 1960 and February 24, 1960, covering adjustment of their lines on the above project, in accordance with PPM 30-3. Authority to proceed with the work is hereby granted as requested in your letter of February 29, 1960.

Very truly yours,

C. G. Polk
Division Engineer

Orig Foster

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MAR 4 1960
FOR FILING

U-161(28)

5614

Salem, Oregon
March 3, 1960

Mr. W. C. Williams

Pacific Highway West
Ferry Street Southbound Off-ramp
Section

On the Agenda for this Commission meeting is an agreement with the City of Eugene pertaining to construction on the Ferry Street Southbound Off-ramp Section of Pacific Highway West.

The agreement states that the construction is to be performed as a "Throughway". The present designation of 1-W as a throughway extends only as far south as Junction City. Mr. Lindas advises that the Commission should adopt a resolution designating 1-W as a throughway from Junction City to Judkins Point.

Do you wish to put this on the agenda for this meeting?

Floyd Query
Secretary

FQ:ms

RECEIVED
MAR 3 1960
FOR FILING

M-161(28)

5614

March 2, 1960

Oregon State Highway Commission

Gentlemen:

There will be before you at the next Commission meeting an agreement between the State and the City of Eugene covering the Ferry Street southbound off ramp connecting the "Q" Street Interchange and US99 in Eugene.

Your approval of this agreement is recommended.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. C. G. Swenson
Mr. C. H. Maison

CGF:gm ac

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EB 24 1960
FOR FILING

U-161(28)

5614

February 23, 1960

Oregon State Highway Commission

Gentlemen:

There will be before you at the next Commission meeting an agreement with the City of Eugene covering the construction of the off ramp from the Ferry Street Overcrossing to US99. The project was approved at our meeting on December 12, 1958. I recommend your execution of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:gm me

cc Mr. G. S. Paxson
Mr. C. G. Swenson

A

Form E-1—(Rev.)—

U-161(28)
5614

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 20, 1960

Section Ferry St. Br. Southbound Off Ramp

Kind of work structures

Highway Pacific West County Lane

Section prefix

Contractor not let

Contract number

Date of contract , 19

Specified work days

Date work started , 19

Work days used

Project authorization $

Exclusive of engineering $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $

Engineering cost to date $, %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Bents 1 to 7 were staked Thursday to assure that all footings were clear of buried utilities. Measurements were taken to verify location of the existing beam seat on the existing structure.

CONSTRUCTION DIVISION
RECEIVED
FEB 23 1960
NOTED- CE ACE ACE COE

NOTED
JOHN R. OAKES

Noted
M. N. Juve

Signed J. C. Chapman

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	"		
Friday	"		
Saturday			

RECEIVED

FOR FILING

U-161(28)

5614

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 19, 1960

To: C. G. Swengen
County-City Relations Engineer
BUILDING

SUBJECT: State-City Agreement
Proposed Illumination Installation
Ferry Street Southbound Off-Ramp Section
Pacific Highway West,
Eugene

You will recall that as a part of the Ferry Street Southbound Off-Ramp construction on the Pacific Highway West at Eugene, it is planned to do certain illumination work. There are attached nine copies of a State-City agreement covering this work. The agreements have been checked and found correct.

Will you please care for the further processing of the agreements.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:bf
Attachments
cc: G. S. Paxson

NOTED
PAXSON

RECEIVED
[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
1960
FOR FILING
U-161(28)

When replying, refer to:
08-35.6
5614

408 State Highway Bldg.
Salem, Oregon

February 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project U-161(28), Ferry Street Off-Bound Ramp Section of the Pacific Highway West in Lane County.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired. The approval is subject to your making any corrections which may be found necessary following a more complete review of the P. S. and E.

Very truly yours,

C. G. Polk
Division Engineer

By:

D. M. Emrich
Acting Division Engineer

CC: Regional
CC: Washington

RECEIVED
FEB - 2 1960
FOR FILING
U-161(28)
5614

Salem, Oregon
February 2, 1960

BPR authorization to proceed with acquisition of rights of way.

Mr. W. T. Wright
Right of Way Engineer
OFFICE

As of January 12, 1960, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Ferry Street Bridge South Bound Off Ramp
of the Pacific West Highway in Eugene.
Prefix No. 20-2509.

R. L. Porter
Office Engineer

JAH:mm

RECEIVED
FEB -1 1960
FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1960

SUBJECT: Preparation of State-City Agreement
Illumination Installation
Ferry Street Southbound Off Ramp Section

To:
L. I. Lindas
Chief Counsel
OFFICE

We are installing as a part of the structure contract on the above mentioned section mercury vapor illumination which will serve traffic utilizing the southbound off ramp from the Ferry Street Bridge. This installation will be made entirely within the city limits of Eugene. It is our desire that the City of Eugene accept the maintenance cost and the cost of power consumption for these new mercury vapor luminaire units. Will you please prepare a State-City Agreement to this effect.

In the way of materials to be included in the agreement, I offer the following:

1. The highway which will be involved at such time as the new traffic routing takes place will be the Pacific Highway (US99) Hwy. No. 1.

2. The new mercury vapor luminaire units will be installed on both the structure portion and the fill portion of the southbound off ramp between Sta. "O2" 11+88 and "O2" 5+00 and at Sta. "L3" 5+15, in accordance with the attached plans.

3. The State will make the installation at its sole expense.

4. The City agrees to maintain the luminaire units and pay for all electrical energy consumed.

5. The City agrees not to make any changes in the luminaire installation without prior approval in writing from the State.

If after preparation, you will submit these agreements to this office, we will check them and care for further processing.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

LBG:pk
cc: G. S. Paxson
Clarence Swenson

NOTED
G. S. PAXSON

RECEIVED
JAN 29 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 10 1959
FOR FILING

4.161(28)
5614

September 9, 1959

Oregon State Highway Commission

Gentlemen:

Our survey has been completed for the Ferry Street Southbound Off-ramp Section in the city of Eugene. Attached is a map for your information.

It is intended to start purchase of the necessary right/ of way as soon as federal funds are available so that an early start may be made on this construction. I recommend your approval of this survey.

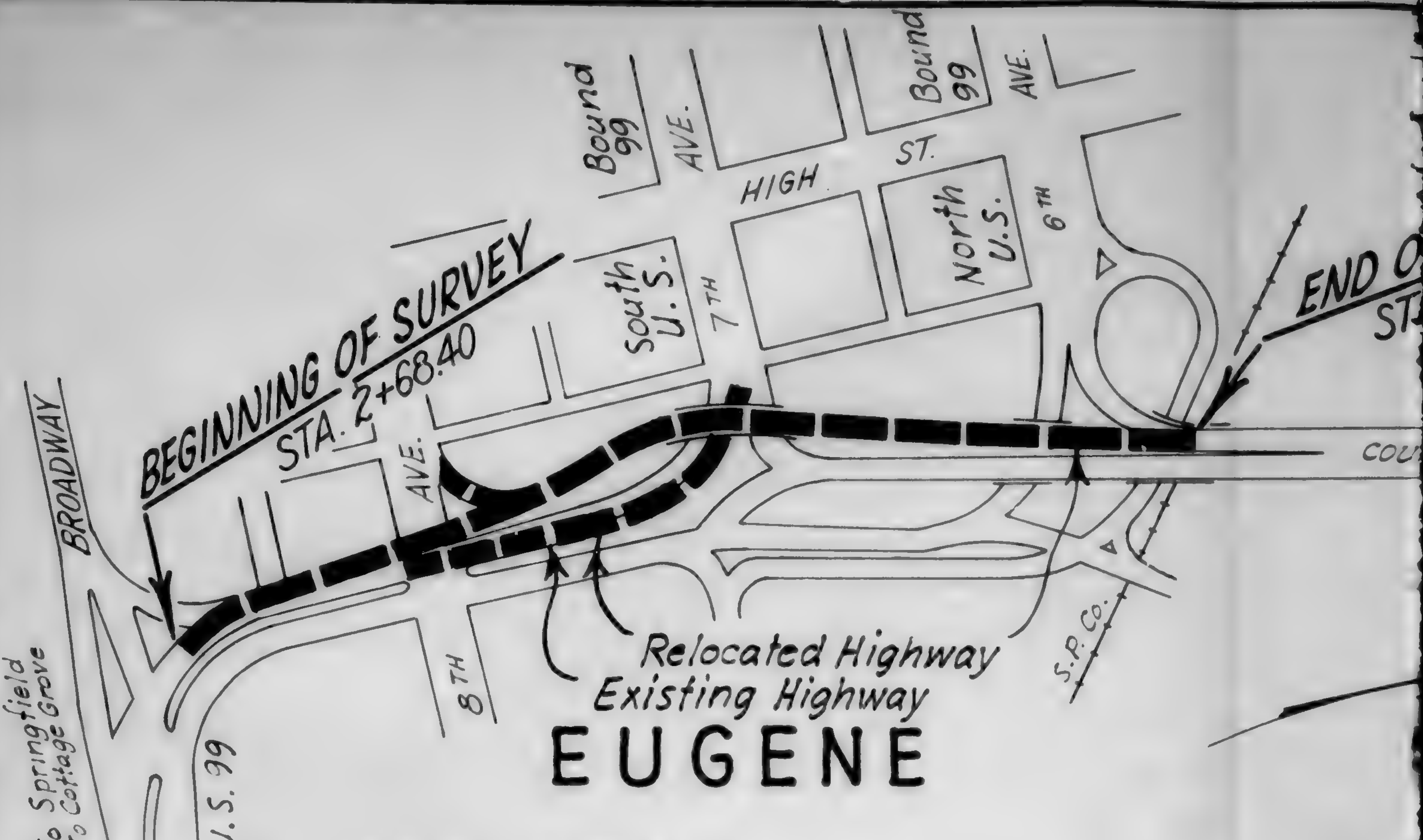
Very truly yours,

W. C. Williams
State Highway Engineer

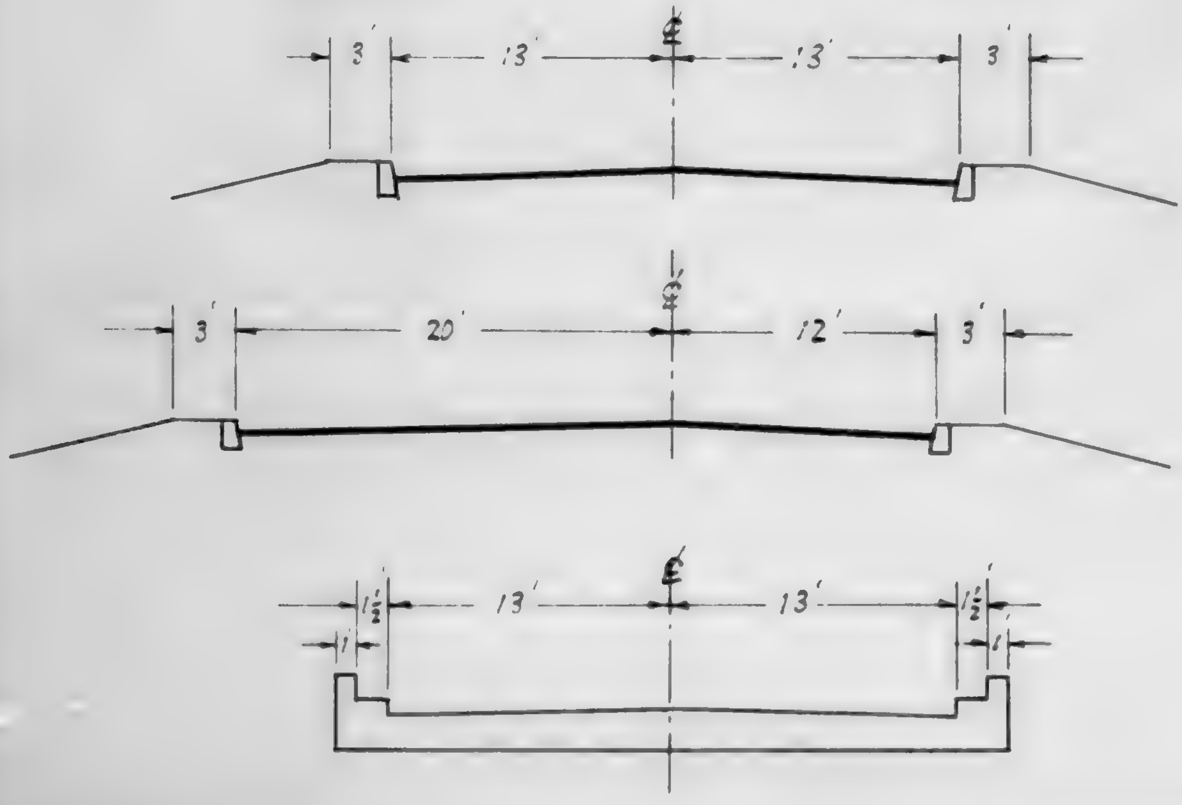
Enclosure

cc to: Mr. Tom Edwards

DJB:law ae


BEGINNING OF SURVEY
STA. 2+68.40
BROADWAY
To Springfield
To Cottage Grove
U.S. 99
8TH
AVE.
South U.S.
7TH
Bound 99
AVE.
HIGH ST.
North U.S.
Bound 99
6TH
AVE.
END O
ST
COU
S.P. Co.
Relocated Highway
Existing Highway
EUGENE

TYPICAL SECTIONS


3'
13'
℄
13'
3'
3'
20'
12'
3'
1½'
13'
℄
13'
1½'
1'
1'

OREGON S

S

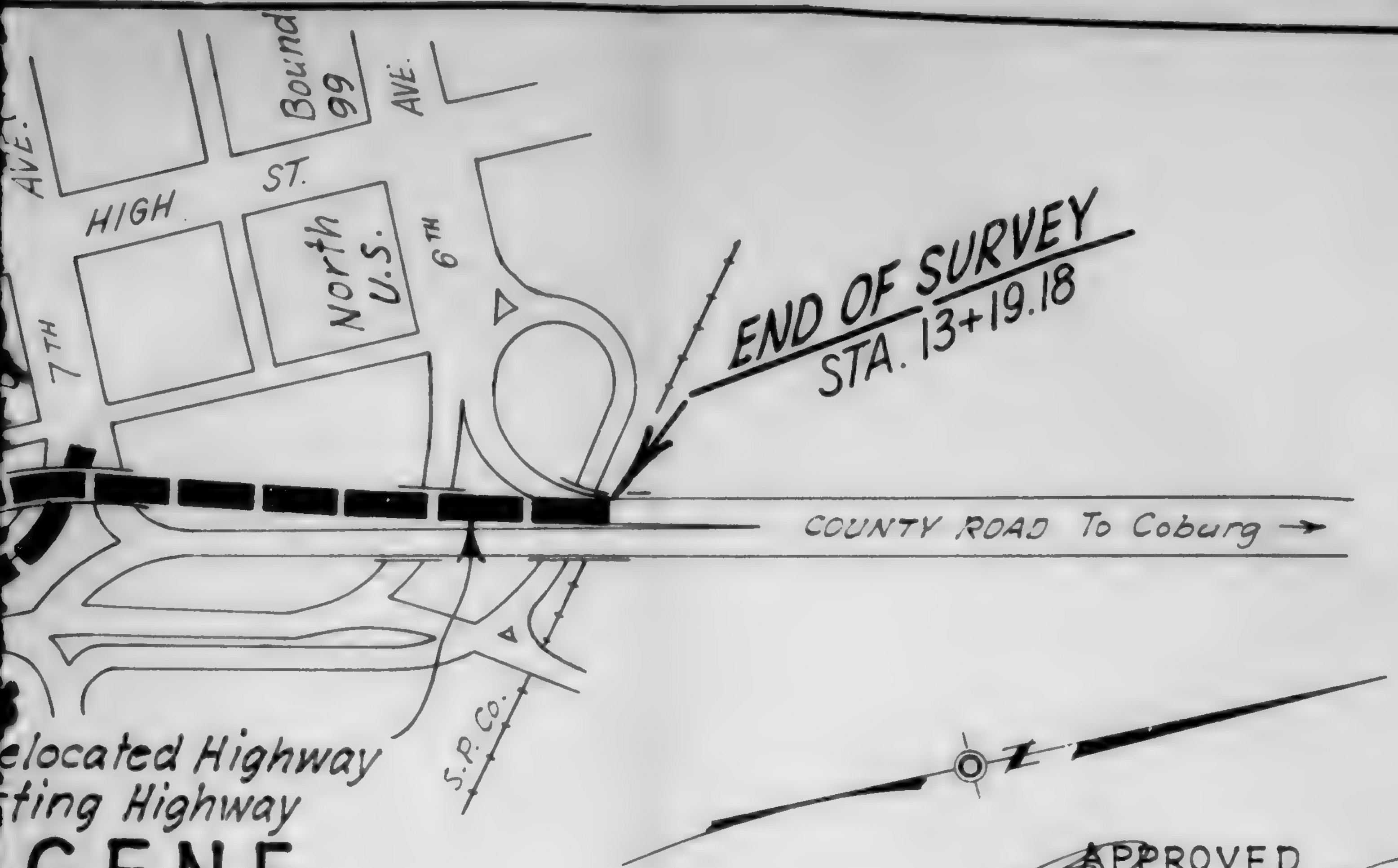
FERRY ST. S

P

Scale: 1" = 200

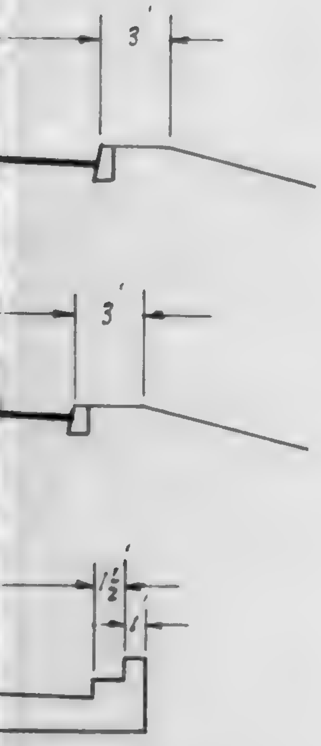
D

1R-5-1322


AVE.
HIGH ST.
Bound 99
North U.S.
AVE.
6TH
7TH
END OF SURVEY
STA. 13+19.18
COUNTY ROAD To Coburg →
S.P. Co.
elocated Highway
sting Highway
N

GENE

NS



APPROVED
Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER
Date September 9, 1959

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

FERRY ST. SOUTH BOUND OFF RAMP SECTION

PACIFIC HIGHWAY

LANE COUNTY

Scale: 1" = 200'   Aug., 1959

DRG. NO. 1R-5-1322

FORM E-90 5OM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1959

SUBJECT: Survey Approval Map
Ferry St. Southbound Off-ramp
Section
Pacific Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven prints of the above named survey map along with a suggested letter to the State Highway Commission.

A public hearing on this project was not requested by the city.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:law

Attachments

NOTED
FORREST COOPER

RECEIVED
AUG 1[illegible] 1959
FOR FILING

U-161(28)

5614

R

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

AUGUST 13, 1959

REFERRED TO
Cooper
State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Replying to your letter of July 29, 1959 addressed to Mr. Robert A. Finlayson, City Manager, concerning the proposed southbound off-ramp from the Ferry Street Bridge, the proposed layout has been presented to the Common Council of the City of Eugene and was approved by them at their regular meeting held August 10, 1959.

I trust this letter will meet your requirements concerning this approval.

Very truly yours,

Daniel O Potter

Daniel O. Potter
Assistant City Manager

DOP:d

cc [illegible]

NOTED
FORREST COOPER

RECEIVED
AUG 14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1959
FOR FILING

U-161(28)

5614

July 29, 1959

Mr. Robert A. Finlayson
City Manager
City Hall
Eugene, Oregon

Dear Sir:

On July 16, Mr. J. Al Head, Assistant Traffic Engineer for the Highway Department, handed to you a layout of the proposed southbound off ramp from the Ferry Street Bridge. This proposal depicts the proposed alteration of the intersection at Eighth Avenue and the Pacific Highway.

You will note that it is proposed to eliminate the northbound left-turn movement to Eighth Avenue. This move would have to cross over the terminal of two roadways having a projected traffic count of 11,900 vehicles. From a traffic operational and safety standpoint, this would be highly undesirable.

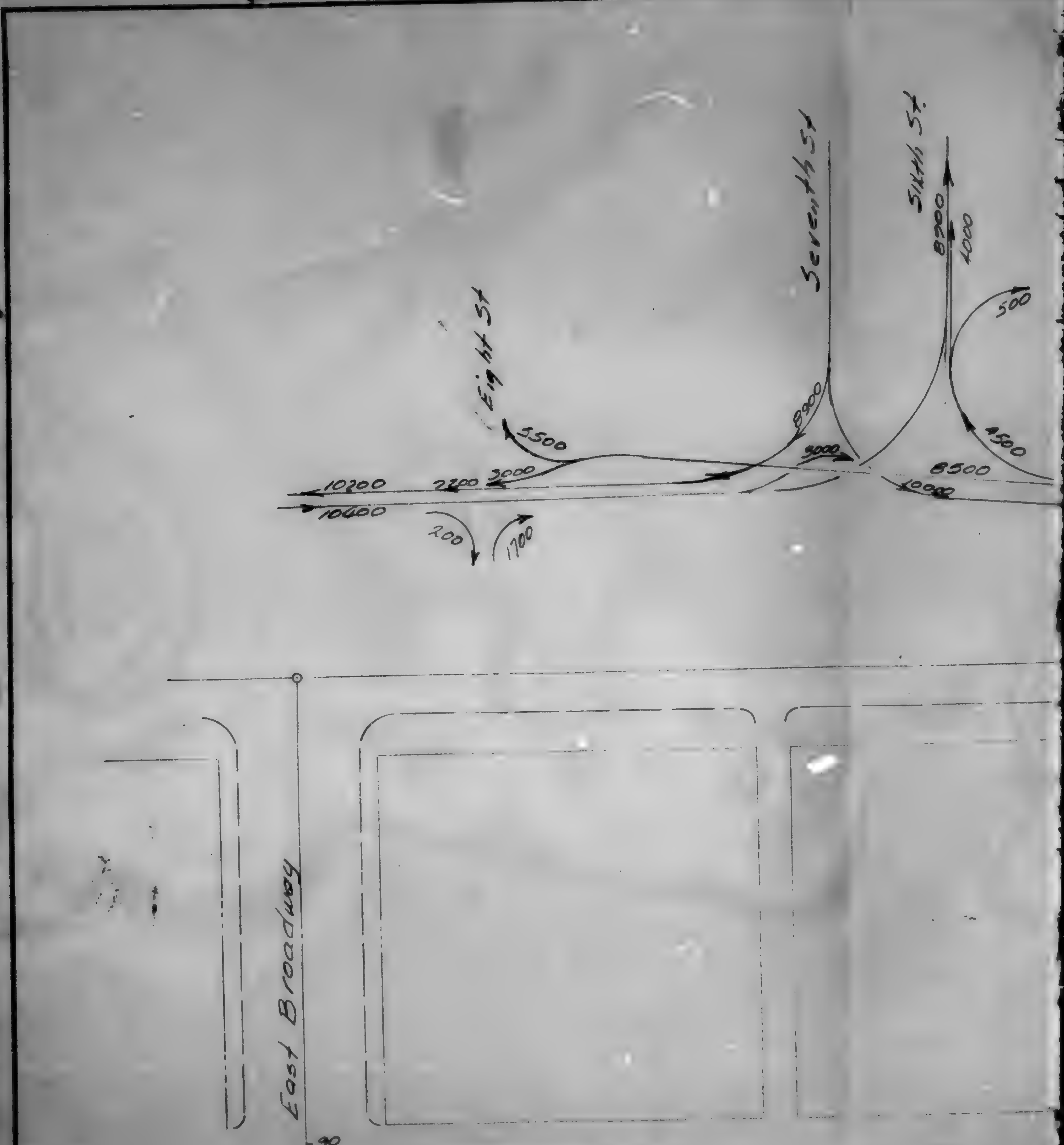
Your approval of this layout as soon as possible would be greatly appreciated.

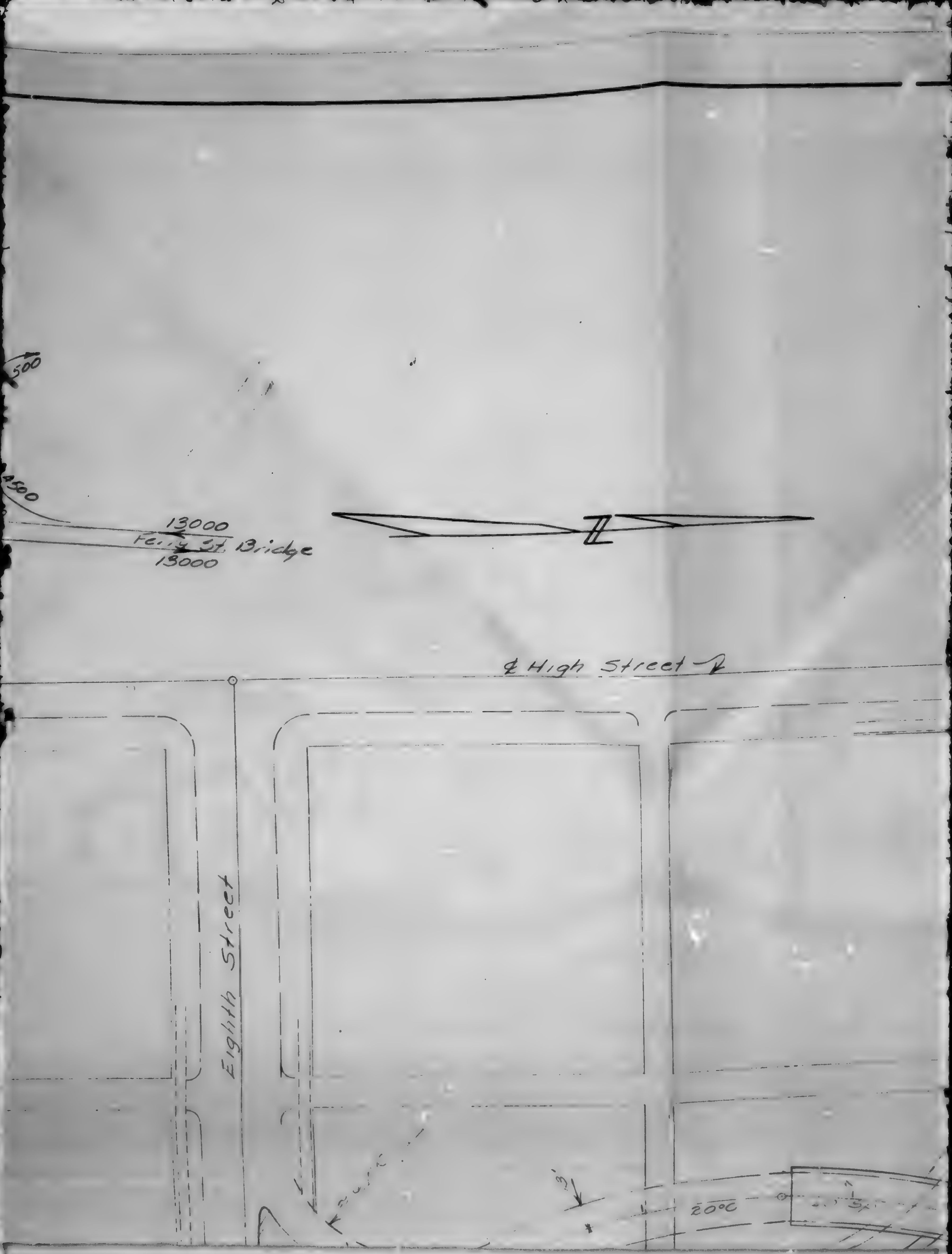
Very truly yours,

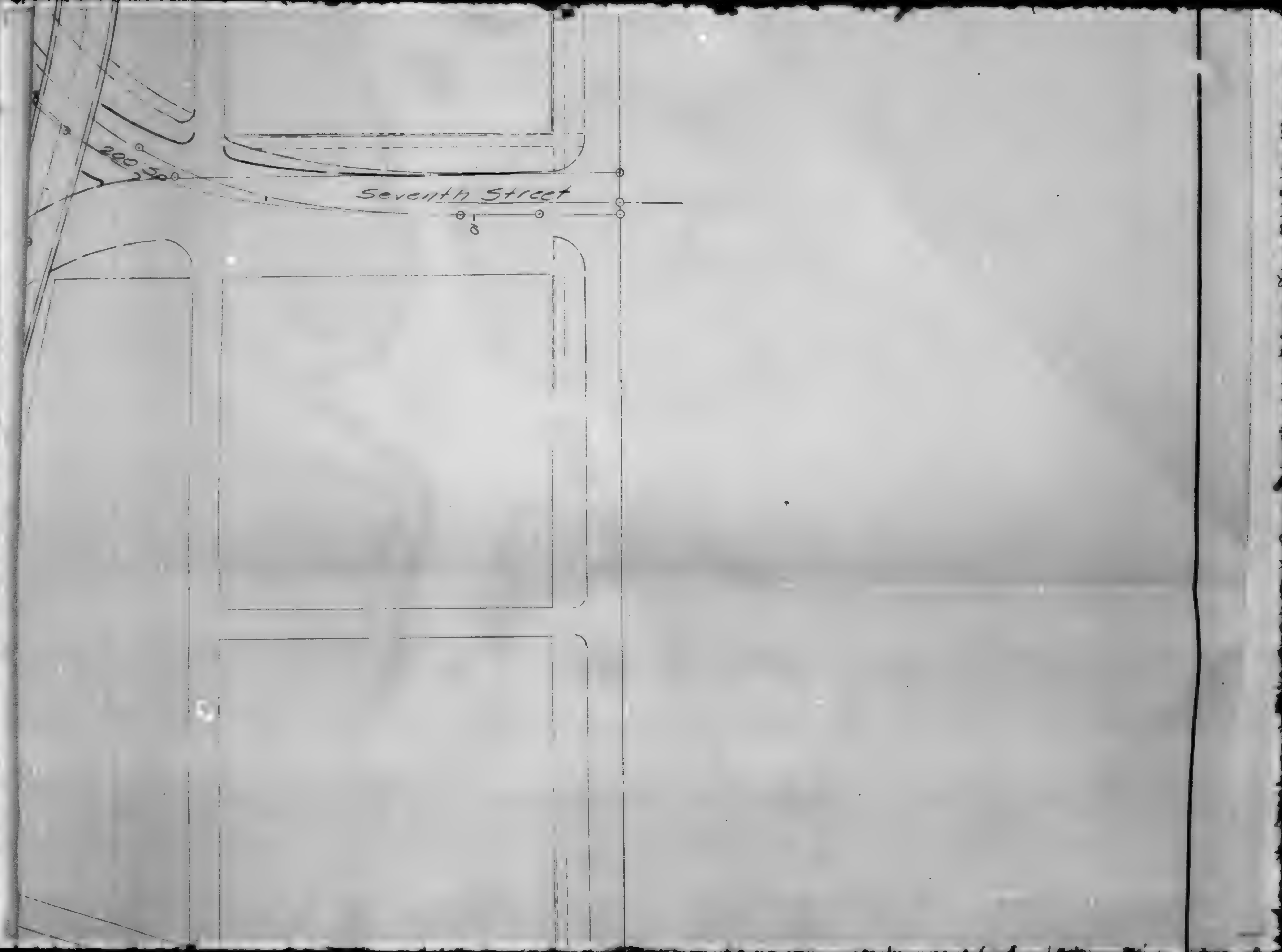
W. C. Williams
State Highway Engineer

GKA:jp me

cc Mr. Forrest Cooper
Mr. Tom Edwards


Seventh St
Sixth St
8900
4000
500
Eight St
5500
8900
9000
4500
8500
10000
10200
2200
3000
10400
200
1700
East Broadway
90


500
4500
13000
Ferry St. Bridge
13000
℄ High Street
Eighth Street
3'
20°C

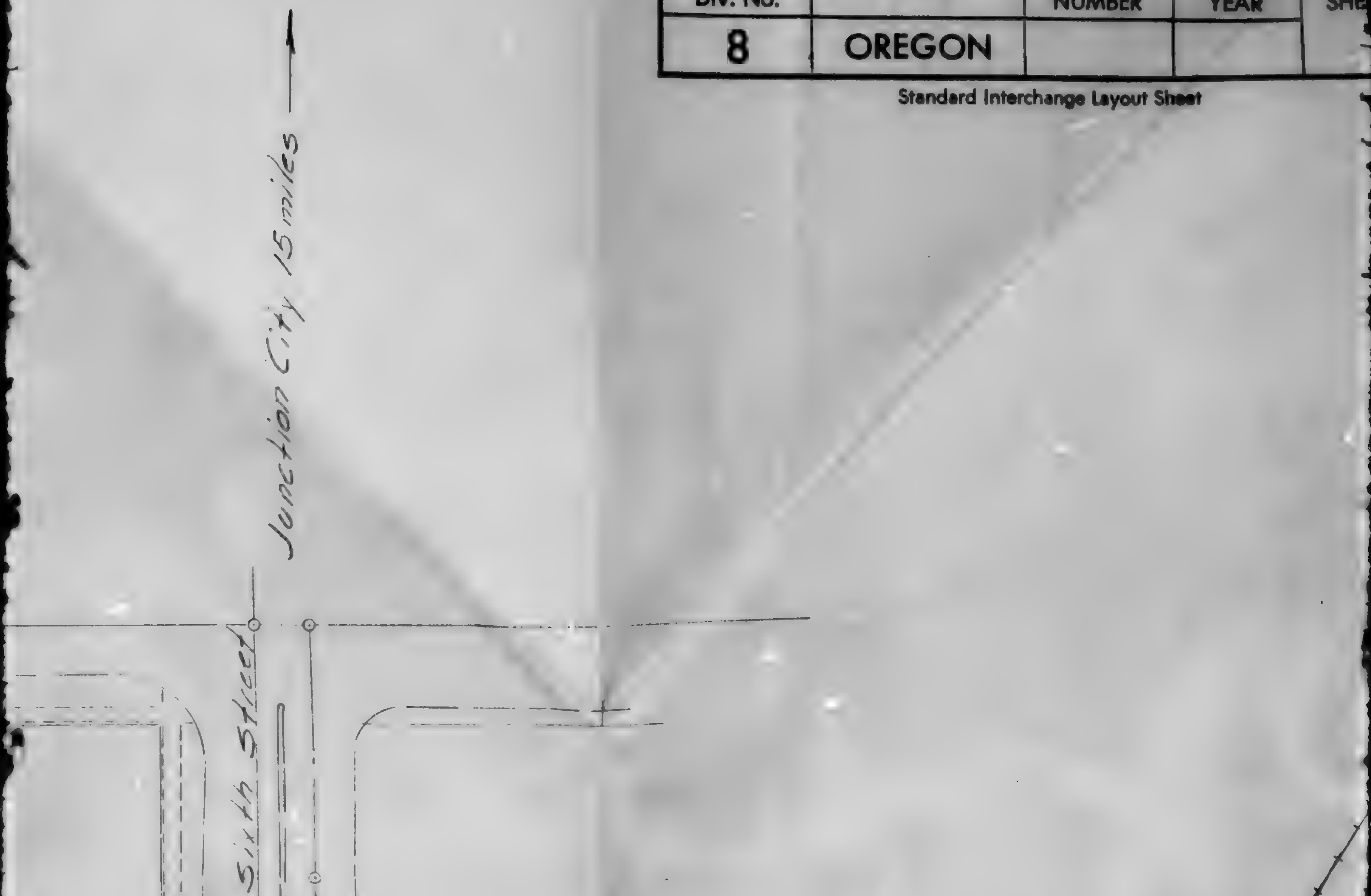


Seventh Street
10
200 50

HIGH St. WALNUT St. SECTION
EUGENE
PACIFIC HWY WEST-LANE COUNTY

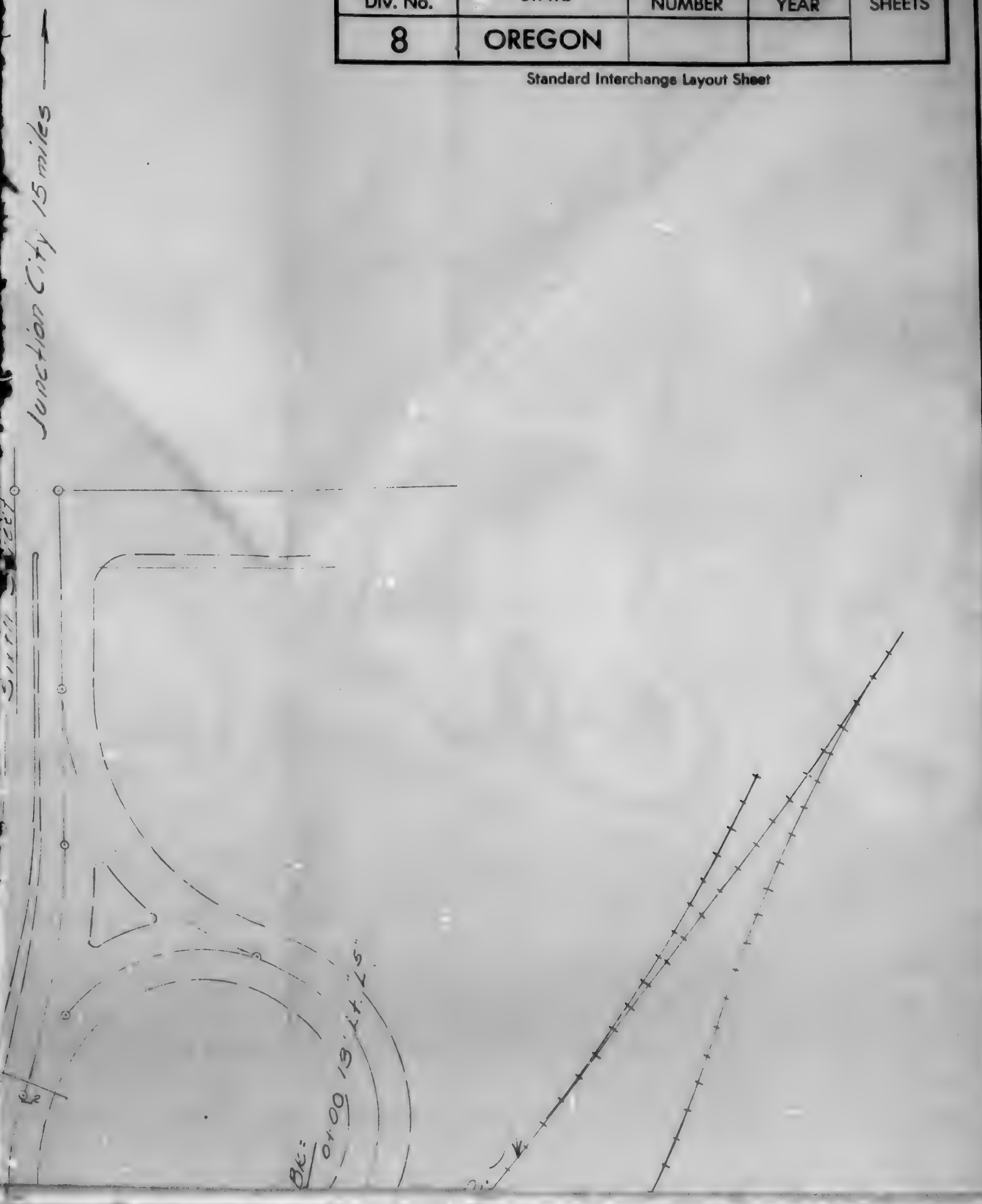
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

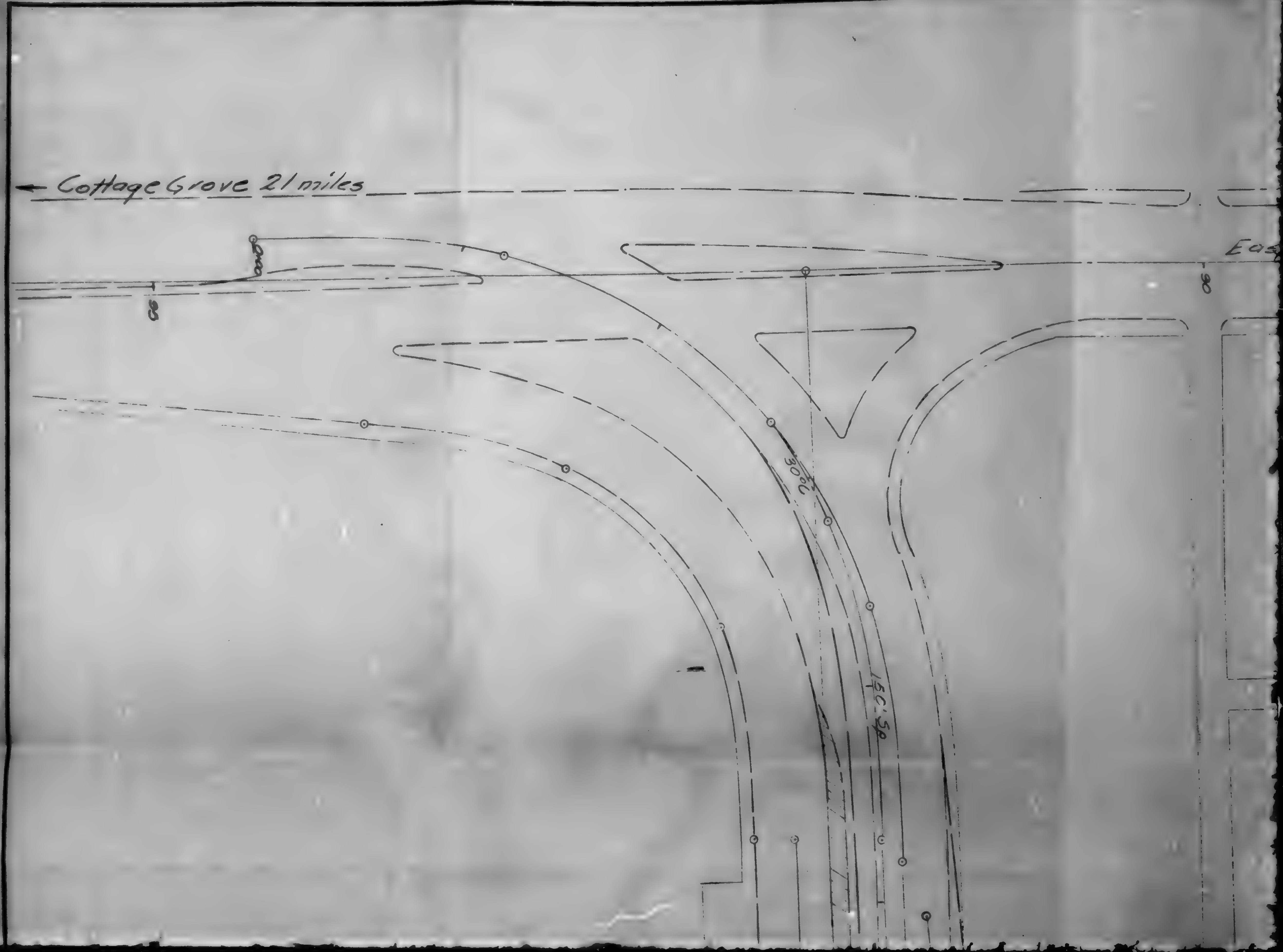
Standard Interchange Layout Sheet

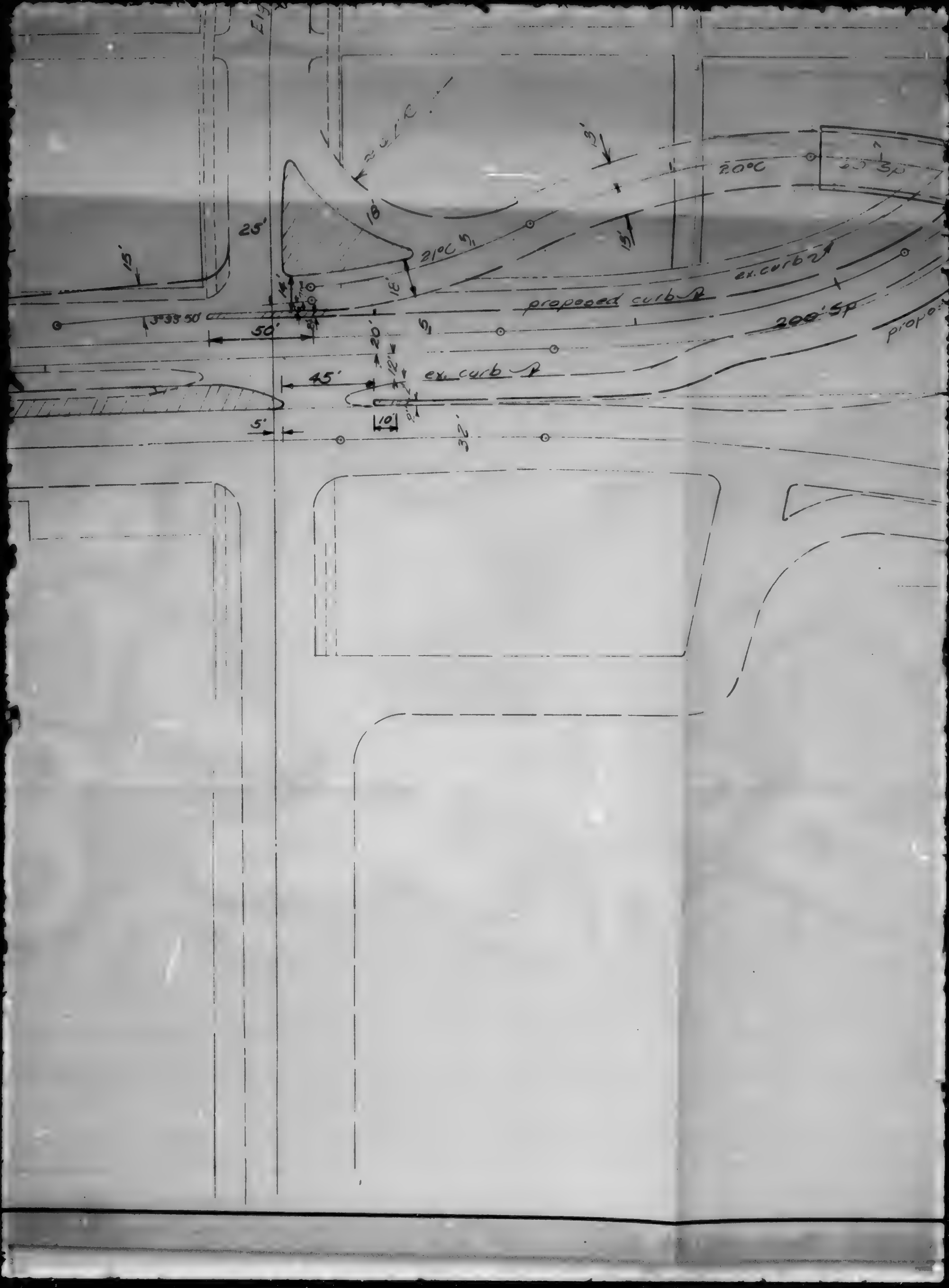

Junction City 15 miles
Sixth Street
BK: 0+00 13' Lt. 25'

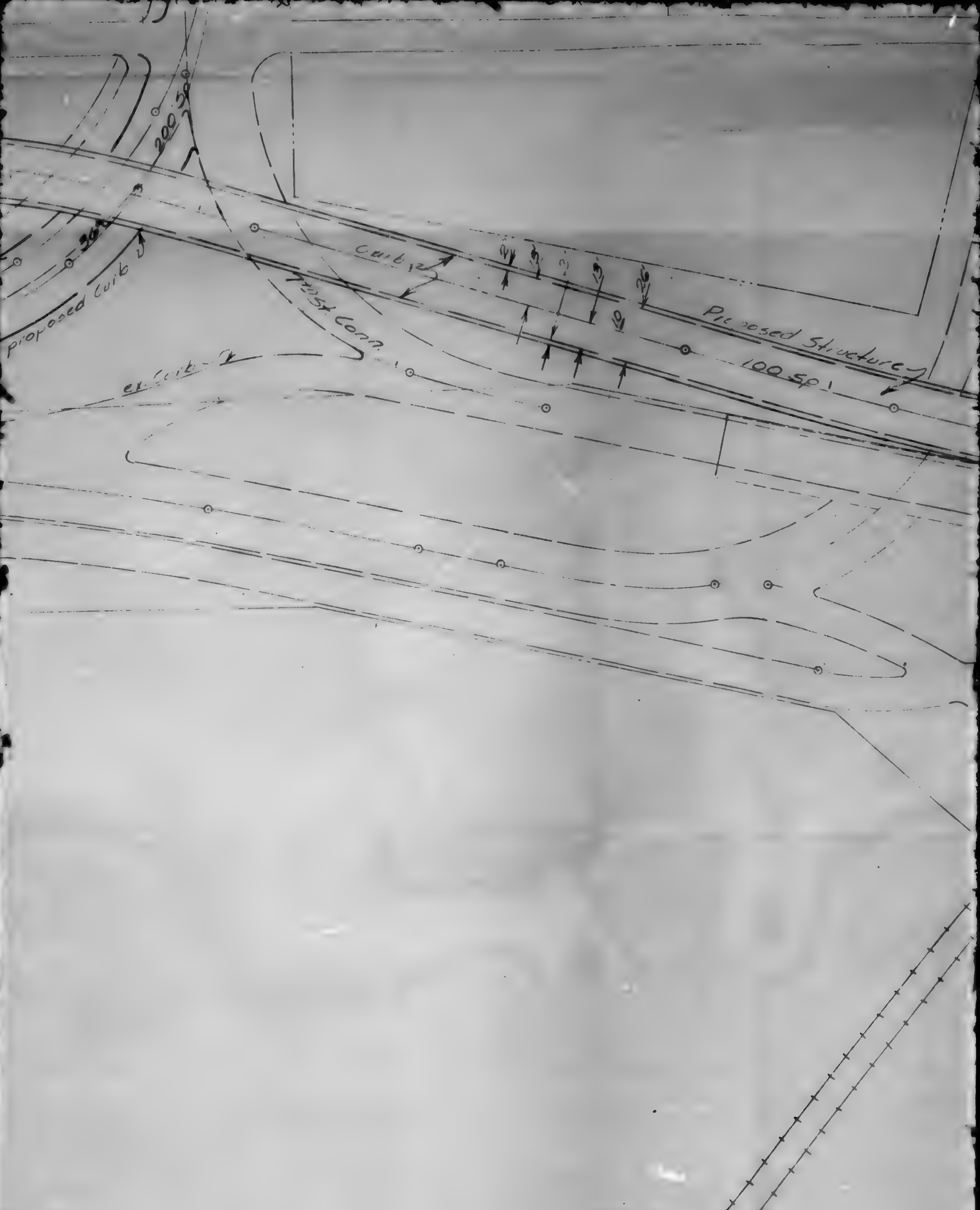
HIGH St. WALNUT St. SECTION EUGENE PACIFIC HWY WEST-LANE COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

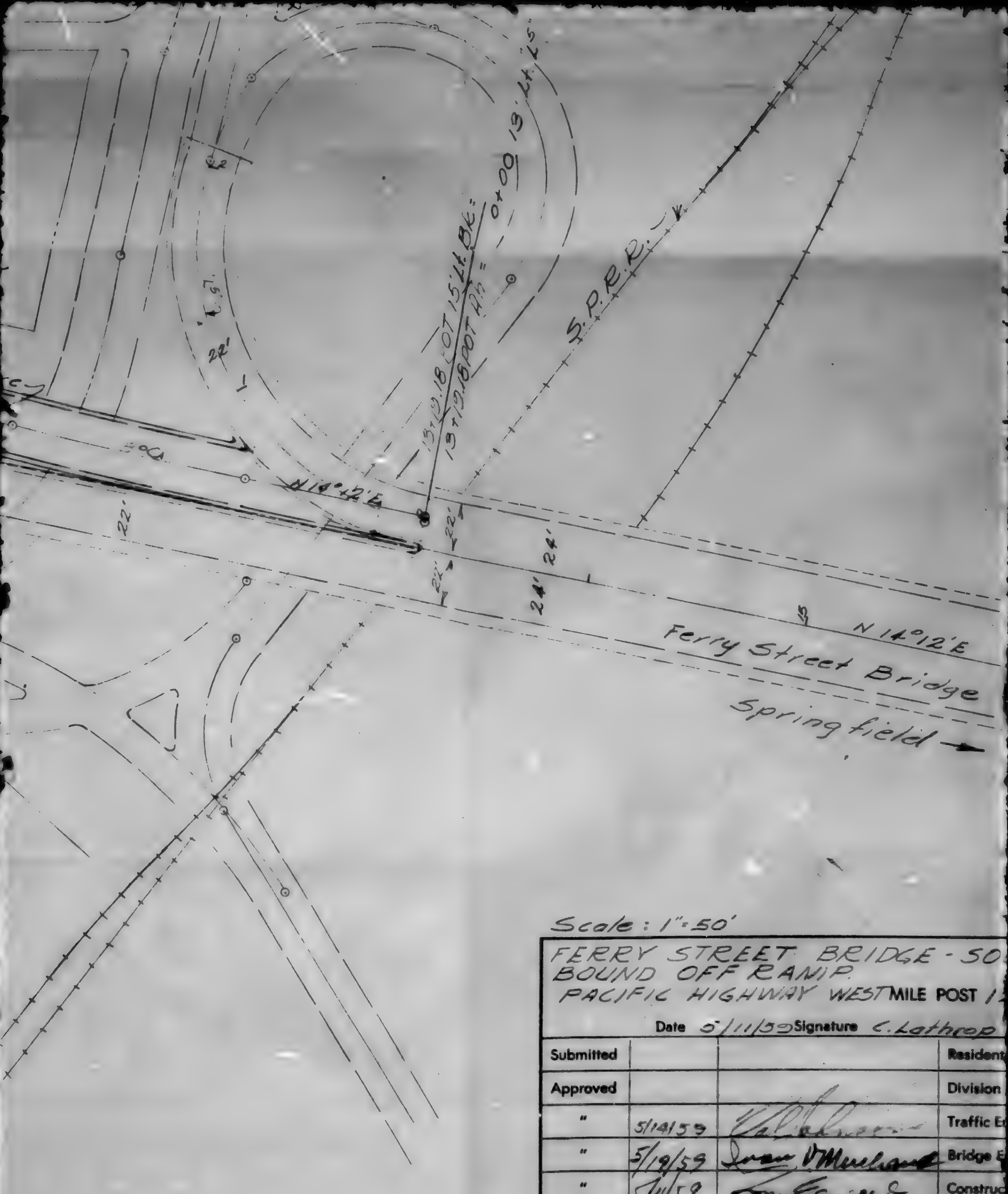
Standard Interchange Layout Sheet


Junction City 15 miles
Sixth Street
Bk: 0+00 13+44.25


← Cottage Grove 21 miles
Eas
90
95
2+00
30°C
150' Sp


Elg
25'
15'
18'
3'
20°C
25 Sp
13'
21°C
18'
ex. curb
proposed curb
3°33'50"
50'
20'
12'
45'
ex. curb
200' Sp
propo
5'
10'
2'
32'


200 SP
300
Proposed Curb
Curb
12
21
13
12
13
26
10
71st Conn.
ex. Curb
Proposed Structure
100 SP


13+19.18 POT 15' Lt. Bk.
13+19.18 POT Ah =
0+00 13' Lt. 15"
S.P.R.R.
22'
22'
22'
22'
24'
24'
N 14°12'E
N 14°12'E
Ferry Street Bridge
Springfield →

Scale: 1" = 50'

FERRY STREET BRIDGE - SO
BOUND OFF RAMP.
PACIFIC HIGHWAY WEST MILE POST 1

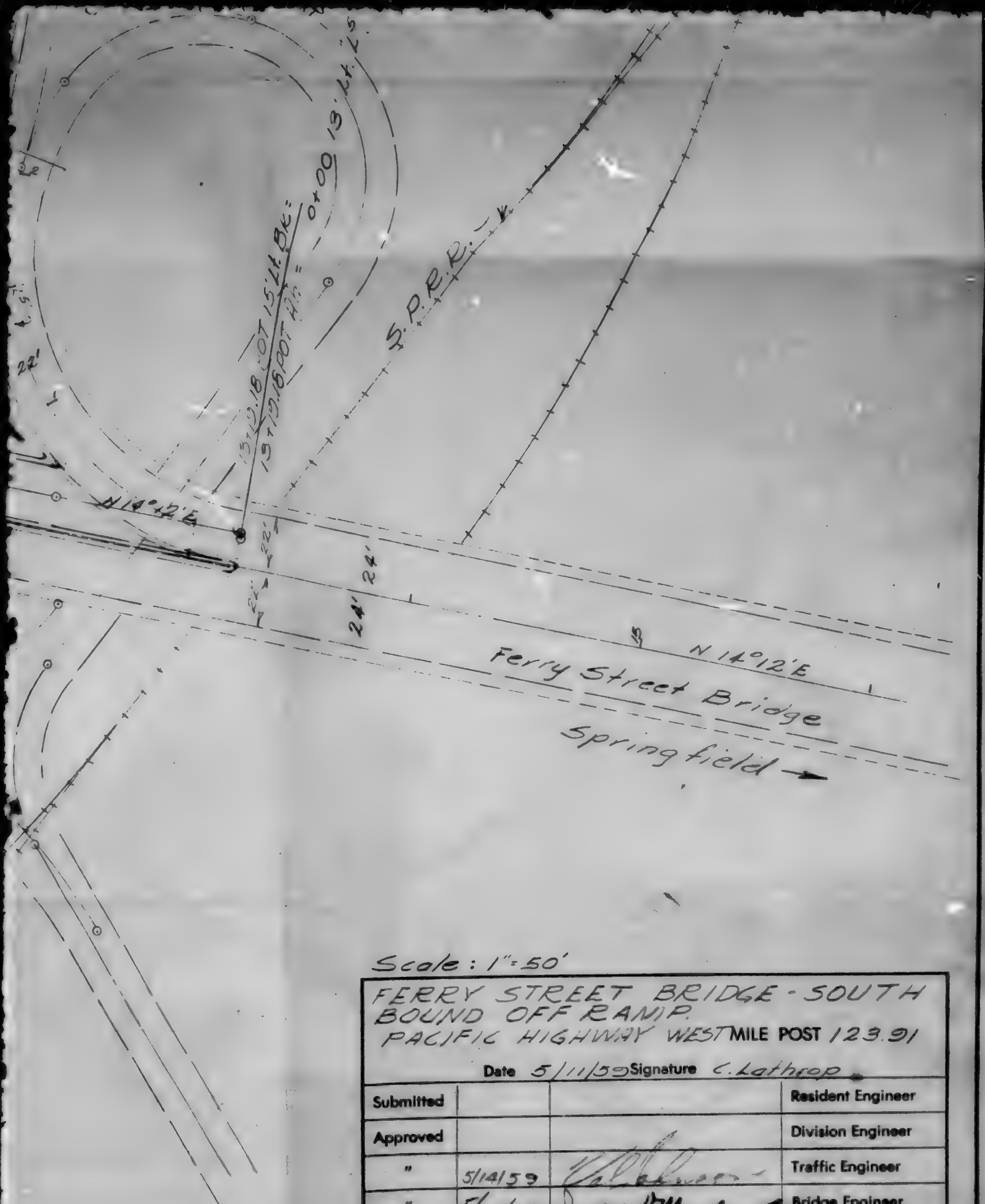
Date 5/11/59 Signature C. Lathrop

Submitted			Resident
Approved			Division
"	5/14/59		Traffic E
"	5/19/59	Ivan V Merchant	Bridge E
"	5/11/59		Construc
"	6/10/59	Forrest Cooper	Dep. Hig
"			U. S. B. F

Rev. to two lane str. 5/28/59 C.L

Rev. 8th St. Islands 7/15/59 CRB.

5 S 13


13+19.18 POT 15' Lt. Bk. =
13+19.18 POT Ah. =
0+00 13' Lt. L5
S.P.R.R.
N14°12'E
22'
22'
24'
24'
22'
N 14°12'E
Ferry Street Bridge
Springfield →

Scale: 1" = 50'

FERRY STREET BRIDGE - SOUTH BOUND OFF RAMP.
PACIFIC HIGHWAY WEST MILE POST 123.91

Date 5/11/59 Signature C. Lathrop

Submitted			**Resident Engineer**
Approved			**Division Engineer**
"	5/14/59		**Traffic Engineer**
"	5/19/59	Ivan V. Merchant	**Bridge Engineer**
"	5/11/59		**Construction Eng'r.**
"	6/10/59	Forrest Cooper	**Dep. Highway Eng'r.**
"			**U. S. B. P. R.**

Rev. to two lane str. 5/29/59 C.L.

Rev. 8th St. Islands 7/15/59 CRB

5 3 13

F-150(7) Pioneer Mtn. Sec. of Corv.- 1960
Newport Hwy. (Paving)
#5615

F-150(7) Pioneer Mtn. Sec. of Corv.- 1960
Newport Hwy. (Paving)
#5615

RECEIVED
MAY 17 1965
FOR FILING

F-150(7)

5615

May 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are sending five copies of revised As Constructed Plan Sheets Nos. 3, 4, 5 and 7 for the Pioneer Mountain Section, Project No. F-150(6) and two copies of revised rights of way Plan Sheets Nos. 3, 4, 5 and 6 for the Pioneer Mountain Section, Project No. F-150(5).

Approval was given for the sale of excess on File No. 26239 with your letter of April 8, 1963.

We request one copy of right of way plans be returned approved for our files if found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:cr

RECEIVED

FORM [illegible] SP76230-734

For Filing

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

cc: Morgan

Salem, Oregon
March 30, 1965

SUBJECT: Right of Way Status
Pioneer Mountain Section
April 20 Bid Opening

To: Mr. L. H. Young
Office Engineer

SALEM

This will advise you that there remains outstanding, two files to be acquired in connection with the Pioneer Mountain Section. No improvements are involved in either acquisition, and they are referenced as:

File No. 37799 - Cook	$ 125
File No. 37800 - Moore	1,655
TOTAL	$ 1,780

We are presently attempting to secure either options or permits of entry over these lands to allow the contractor to enter immediately upon award of a contract. If these efforts are unsuccessful, and condemnation must be instituted, it will probably be necessary to hold the contractor out until suits can be filed. This will be done at the earliest possible date.

LAURENCE A. HOLT
Administrative Right of Way Agent

LAH:SM
cc: Lloyd P. Shaw ✓
G. E. Rohde
C. H. Maison

NOTED
F. B. KLABOE

RECEIVED
MAR 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1962
FOR FILING
5115

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 20, 1962

By:
L. R. Backlund
Administrative Manager

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Oregon Project F-150(7)
Pioneer Mountain Section
Voucher No. 7 - Final
Net amount claimed - $31,790.00

The subject voucher has been approved in the reduced amount of $31,593.00. Deduction has been made in accordance with the attached Schedules of Exceptions Nos. 1 and 2.

Total amount of deduction	$308.27
Federal Aid pro-rata	63.93%
Net deduction in even dollars	197.00

In the event you disagree with the deductions made, it will be necessary to present a re-claim in accordance with Instructional Memorandum 4-1-61.

Attachment

original To Young
9-21-62 with attachment

NOTED
R. L. PORTER

Contract 5613

2-15-62

FEB 20 1962
FOR FILING
2-92

Monthly transaction number	Fo 1-2A (5-.-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number **11**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Lincoln**
		Project number **F-150(7)**

5613

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 19**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ 311,701.00
Revised Federal funds	$ 197,075.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **15** day of **February**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Paten

Asst **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk,**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

February 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by a Highway Official, for the Pioneer Mountain Section, Project No. F-150(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

ntract 5615 4.19.60 A

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Monthly Transaction No. 4-76

Project Report No. F-150(7)

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U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

e **Oregon**

County **Lincoln**

Project No. **F-150(7)**

5615

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Approx. 3.2 miles east of Toledo, east 2.7 miles
(Pioneer Mt. Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	10-24-58	------
Rights-of-Way		
Construction	2-11-60	2.7
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 283,201

Federal funds $ 172,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
~~Deputy~~ **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ By **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **April 19, 1960**

USComm-DC 40257

April 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Pioneer Mountain Section, Project No. F-150(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

April 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Pioneer Mountain Section, Project No. F-150(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:ia

Oregon State Highway Department

Federal Aid
Project No. F-190(7)

PIONEER MOUNTAIN SECTION OF THE

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1960

Type Code P.E.

Preliminary Engineering	All Required		$	2,000.00

Type Code 6201
Roadway (Sta. 487+60 to Sta. 631+00)(Contract No. 5615)

Drainage Excavation, Unclassified	15	cu.yd.	5.00	$	75.00
General Excavation, Unclassified	4,700	cu.yd.	0.70		3,290.00
18 Inch Corrugated Metal Pipe	88	lin.ft.	5.50		484.00
Metal Guard Rail	12,600	lin.ft.	2.25		28,350.00
Guide Posts, Type W-2	150	only	6.25		937.50
Coarse Crushed Material in Base	39,800	ton	2.57		102,286.00
3/4" - 0 Material in Base	7,300	ton	2.57		18,761.00
Sprinkling	900	M-gal.	2.50		2,250.00
Preparation of Base	2.68	mile	200.00		536.00
3/4" - 0 Material in Binder Course	420	ton	4.50		1,890.00
Furnish and Placing Aggregates	620	ton	4.75		2,945.00
RC-3 Asphalt in Binder Course	68	ton	43.00		2,924.00
200-300 Asphalt	46	ton	41.00		1,886.00
RS-1 Asphalt	14	ton	45.00		630.00
Asphaltic Concrete Mixture	10,480	ton	5.57		58,373.60
Asphalt in Mixture	580	ton	32.00		18,560.00
Extra for Paving Approaches	12	only	30.00		360.00
				$	244,538.10
Flagging (57½% of Contractor's Cost)	All	Required			500.00
Signing	All	Required			600.00
Removal of Slides	All	Required			10,000.00
	Subtotal			$	255,638.10
	10% Engr. & Cont.				25,562.90
	Total			$	281,201.00

Length of Roadway 2.679 Miles
Cost of Roadway per Mile $104,964.91

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,000.00	$ 1,000.00
Roadway	281,201.00	171,000.00	110,201.00
	$283,201.00	$172,000.00	$111,201.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-150(7)

PIONEER MOUNTAIN SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 15, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roadway (Sta. 487+60 to Sta. 631+00)

Drainage Excavation, Unclassified	15	cu. yds.	$ 3.50	52.50
General Excavation, Unclassified	6,000	cu. yds.	1.00	6,000.00
18-inch Corrugated Metal Pipe	88	lin. ft.	5.50	484.00
Metal Guard Rail	12,000	lin. ft.	3.00	36,000.00
Sight Posts	160	only	4.50	720.00
Coarse Crushed Material in Base	39,770	tons	3.25	129,252.50
3/4" - 0 Material in Base	7,300	tons	3.40	24,820.00
Sprinkling	900	M-gals.	3.00	2,700.00
Preparation of Base	2.68	miles	300.00	804.00
3/4" - 0 Material in Binder Course	630	tons	4.40	2,772.00
Furnish and Placing Aggregates	740	tons	4.40	3,256.00
RC-3 Asphalt in Binder Course	70	tons	46.00	3,220.00
200-300 Asphalt	48	tons	48.00	2,304.00
RS-1 Asphalt	14	tons	50.00	700.00
Asphaltic Concrete Mixtures	10,480	tons	6.00	62,880.00
60-70 Asphalt in Mixture	630	tons	34.00	21,420.00
				$297,385.00
Flagging (57½% of Contractor's Cost)	All Required			500.00
Signing	All Required			600.00
		Subtotal		$298,485.00
		10% Engr. & Cont.		29,848.50
		Total		$328,333.50

Length of Roadway 2.679
Cost of Roadway per Mile $195,553.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,000.00	$ 1,000.00
Roadway	328,333.50	203,000.00	125,333.50
	$330,333.50	$204,000.00	$126,333.50

Oregon State Highway Department

Federal Aid
Project No. F-150(7)

PIONEER MOUNTAIN SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 20, 1960

Type Code P. E.

Preliminary Engineering	All Required	$ 2,000.00

Type Code 6201
Roadway (Sta. 487+60 to Sta. 631+00)

Drainage Excavation, Unclassified	15	cu. yds.	$ 3.50	$ 52.50
General Excavation, Unclassified	4,700	cu. yds.	1.00	4,700.00
18-inch Corrugated Metal Pipe	88	lin. ft.	5.50	484.00
Metal Guard Rail	12,600	lin. ft.	3.00	37,800.00
Guide Posts, Type W-2	150	only	6.75	1,012.50
Coarse Crushed Material in Base	39,800	tons	3.25	129,350.00
3/4" - 0 Material in Base	7,300	tons	3.40	24,820.00
Sprinkling	900	M-gal.	3.00	2,700.00
Preparation of Base	2.68	miles	300.00	804.00
3/4" - 0 Material in Binder Course	420	tons	5.75	2,415.00
Furnishing and Placing Aggregates	620	tons	5.75	3,565.00
RC-3 Asphalt in Binder Course	68	tons	46.00	3,128.00
200-300 Asphalt	46	tons	44.00	2,024.00
RS-1 Asphalt	14	tons	50.00	700.00
Asphaltic Concrete Mixture	10,480	tons	6.00	62,880.00
Asphalt in Mixture	580	tons	34.00	19,720.00
Extra for Paving Approaches	12	only	30.00	360.00
				$296,515.00
Flagging (57½% of Contractor's Cost)	All Required			500.00
Signing	All Required			600.00
	Subtotal			$297,615.00
	10% Engr. & Cont.			29,761.00
		Total		$327,376.00

Length of Roadway . . . . 2.679 Miles
Cost of Roadway Per Mile. $122,200.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,000.00	$ 1,000.00
Roadway	327,376.00	200,000.00	127,376.00
	$329,376.00	$201,000.00	$128,376.00

Oregon State Highway Department

Federal Aid 150
Project No. F-160(7)

PIONEER MOUNTAIN SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 4, 1960

Type Code P. E.

Preliminary Engineering	All Required		$	$ 2,000.00

Type Code 6201
Roadway (Sta. 487+60 to Sta. 631+00)

Drainage Excavation, Unclassified	15	cu. yds.	$3.50	$ 52.50
General Excavation, Unclassified	4,700	cu. yds.	1.00	4,700.00
18-inch Corrugated Metal Pipe	88	lin. ft.	5.50	484.00
Metal Guard Rail	12,600	lin. ft.	3.00	37,800.00
Guide Posts, Type W-2	150	only	6.75	1,012.50
Coarse Crushed Material in Base	39,800	tons	3.25	129,350.00
3/4" - 0 Material in Base	7,300	tons	3.40	24,820.00
Sprinkling	900	M.gal.	3.00	2,700.00
Preparation of Base	2.68	miles	300.00	804.00
3/4" - 0 Material in Binder Course	420	tons	5.75	2,415.00
Furnish and Placing Aggregates	620	tons	5.75	3,565.00
RC-3 Asphalt in Binder Course	68	tons	46.00	3,128.00
200-300 Asphalt	46	tons	44.00	2,024.00
RS-1 Asphalt	14	tons	50.00	700.00
Asphaltic Concrete Mixture	10,480	tons	6.00	62,880.00
Asphalt in Mixture	580	tons	34.00	19,720.00
Extra for Paving Approaches	12	only	30.00	360.00
				$296,515.00
Flagging (57½% of Contractor's Cost)	All Required			500.00
Signing	All Required			600.00
Removal of Slides	All Required			10,000.00
	Subtotal			$307,615.00
	10% Engr. & Cont.			30,761.00
		Total		$338,376.00

Length of Roadway - - - - - - - 2.679 Miles
Cost of Roadway Per Mile- - - - $126,306.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,000.00	$ 1,000.00
Roadway	338,376.00	209,000.00	129,376.00
	$340,376.00	$210,000.00	$130,376.00

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December 20, 1961

FINAL COST ANALYSIS

Paving

Pioneer Mountain Section
Contract No. 5615

Contractor: Umpqua River Navigation Co.
Resident Engineer: Wendell E. Schwartz

Corvallis-Newport Highway
Prefix No. 21-1058
Project No. F150(7)

Item 5615	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation	14.43	Cu.Yd.	5.00	3.47	50.02	72.15
General Excavation	5,552.40	Cu.Yd.	0.70	0.64	3,548.27	3,886.68
18" Corr.Metal Pipe	70	Lin.Ft.	5.50	4.15	290.79	385.00
Metal Guard Rail	11,513.54	Lin.Ft.	2.25	2.25	25,905.47	25,905.47
Guide Posts, W-2	139	Only	6.25	6.25	868.75	868.75
Coarse Cr.Mat'l in Base	43,472.45	Ton	2.57	3.01	131,025.96	111,724.20
3/4"-0 Cr. Mat'l in Base	9,169.92	Ton	2.57	3.01	27,651.48	23,566.69
Sprinkling	1,127.10	M-Gal.	2.50	2.16	2,436.06	2,817.75
Preparation of Base	2.68	Mile	200.00	173.35	464.58	536.00
3/4"-0 Mat'l in Binder Crse.	413.5	Cu.Yd.	4.50	4.40	1,820.49	1,860.75
Furnish & Place Aggregate	666	Cu.Yd.	4.75	4.46	2,974.01	3,163.50
RC-3 Asphalt in Binder	91.52	Ton	43.00	41.26	3,775.73	3,935.36
200-300 Asphalt	45.26	Ton	41.00	36.41	1,693.32	1,855.66
RS-1 Asphalt	12.77	Ton	45.00	40.71	519.97	574.65
Asphaltic Concrete Mixture	10,379.993	Ton	5.57	6.15	63,878.96	57,816.56
Asphalt in Mixture	563.25	Ton	32.00	30.10	16,955.51	18,024.00
Extra for Paving Approaches	12	Only	30.00	27.00	323.96	360.00
PA#1 Construct AC Curbs	1,960.8	Lin.Ft.	1.00	0.90	1,756.84	1,960.80
PA#2 Furn.& Inst.Mtl.Catch Inlet	2	Only	50.00	46.27	92.54	100.00
PA#3 8" Corr.Metal Dr.Pipe	60	Lin.Ft.	2.85	2.07	124.02	171.00
Force Account					25,229.83	26,251.31
						285,836.28

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Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
	Brought Forward					285,836.28
Additional Revenue for materials sold to others, the costs being included in the rock and asphaltic concrete mix items.						29,189.93
					311,386.56	315,026.21

	Gross Revenue	Total Cost	Profit	% Profit
Umpqua River Navig. Co.	241,549.54	239,436.67	2,112.87	.87
J. C. Compton	73,476.67	71,949.89	1,526.78	2.00
	$315,026.21	$311,386.56	$3,639.65	1.15%

DETAIL OF COST - Contract No. 5615

Umpqua River Navigation Co.

Labor:		
Labor	$ 41,778.09	
Labor Insurance	3,551.14	
Health, Welfare and Pension	1,662.23	$ 46,991.46
Materials:		
Base rock	43,472.45	
3/4"-0 Rock	9,169.92	
Binder and Aggregate Rock	3,217.35	
Paving Aggregate	10,379.99	66,239.71
Equipment Rentals and Miscellaneous Supplies:		
Equipment Rental, Owned	40,460.76	
Equipment Rental, Hired Fully Operated	35,105.00	
Gas, Oil and Grease	8,745.91	
Bond	1,472.69	
P.U.C.	355.90	
P.L. and P.D. Insurance	572.23	
Small Tools and Miscellaneous Supplies	1,525.36	
Move In, Freight and Cartage	2,875.50	
Amt. pd. Western Guard Rail Co. (Installing Guard Rail and Sight Posts	26,613.57	
Home Office and General Overhead	8,478.58	126,205.50
TOTAL COST		$ 239,436.67

DETAIL OF COSTS - Contract No. 5615

J.C. Compton

Labor:					
Labor				$ 19,827.07	
Labor Insurance				1,601.99	
Health, Welfare and Travel Pay				1,293.19	$ 22,722.25
Materials:					
RC-3 Asphalt	91.52	Ton	@ $26.75	2,448.16	
85-100 Asphalt	563.27	Ton	@ $24.00	13,518.48	
200-300 Asphalt	45.26	Ton	@ $24.00	1,086.24	
RS-1 Asphalt	12.77	Ton	@ $25.80	329.47	
Freight on Asphalt	712.82	Ton	@ $6.30	4,490.77	
Metal Inlets	2	Each	@ $29.41	58.82	
8" Perf. Corr. Mtl. Pipe	60	Lin. Ft.	@ $1.10	66.00	
8" Perf. Corr. Mtl. Bands	4	Each	@ $1.30	5.20	
18" Corr. Mtl. Pipe & Bands				192.72	22,195.86
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				10,593.84	
Equipment Rental, Hired				4,522.96	
Gas, Oil, Grease and Heating Oil				5,473.49	
Bond				429.98	
P.U.C.				668.36	
P.L. and P.D. Insurance				297.84	
Freight and Cartage				298.17	
Move In				1,348.70	
Small Tools and Miscellaneous Supplies				826.76	
Home Office and General Overhead				2,571.68	27,031.78
				TOTAL COST	$ 71,949.89

Contract No. 5615 - Remarks

This was a "Federal Aid Primary Project" calling for paving 2.68 miles of highway roadbed on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The contract was bid March 1, 1960, awarded March 10, 1960. Work started July 27, 1960 and the project was completed July 20, 1961.

The contractor crushed the gravel taken from the Umpqua River with his crushing plant, which was mounted on two barges, and placed on the hauling barges with conveyors, also on the same two barges. He used a 3-cubic yard Clamshell shovel to remove the gravel from the river and place into the crushing plant.

The loaded barges were towed by the Oregon Towing Company and Hoffman Towboat Company from Reedsport to a stockpile site that was leased for the duration of the contract, near the city of Toledo. The crushed gravel was unloaded from the barges with a 6-cubic yard Clam shovel, mounted on a barge, onto the prepared site and stockpiled with a 2-1/4-cubic yard front end loader.

The material was loaded into five bottom dump trains and hauled to the project, an average haul of 7.3 miles, and processed with two cat #12 blades, two rollers and one water wagon. Good progress was made on the hauling and processing of the gravel.

The contractor also hauled and stockpiled the aggregate for the Class "B" asphaltic concrete adjacent to the west end of the Summit cut, where the grading contractor had placed the slide material from the Summit cut from a previous contract.

The mixing and laying of the Class "B" asphaltic concrete was sub-contracted to J.C. Compton Company, who started moving in and setting up their 4000# batch paving plant at the stockpile site. The erection was completed on September 26th. It required 1-1/2 days to place the asphalt and aggregate in the binder course.

The subcontractor started mixing and laying of the Class "B" asphaltic concrete September 29th and this work was completed October 17, 1960. Equipment used: one Barber-Greene paver, three owned trucks, two hired trucks, and two rollers. The subcontractor also placed the shoulder rock and oiled them.

The contractor had good bid prices, good equipment, and good supervision. A small profit was realized due to selling gravel and Class "B" mix to others. Had they not sold this material, they would have suffered a loss.

M.N. Juve
Chief Cost Analys

By

George Kayser

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5615

October 11, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5615 for paving the Pioneer Mt. Section of the Corvallis-Newport Highway in Lincoln County was completed by the contractor, Umpqua River Navigation Co., on July 20, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $7,609.53 will be released to the contractor on or after October 19, 1961. The total contract amount is $285,836.28, of which amount $26,251.31 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Umpqua River Navigation Co.,
P. O. Box 25
Reedsport
Oregon

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5615

September 28, 1961

2163

Mr. C. E. McAlister, Secretary
Umpqua River Navigation Company
Reedsport, Oregon

Dear Sir:

This will acknowledge receipt of your letter of September 21, concerning final payment on Contract No. 5615, Pioneer Mountain Section of the Corvallis-Newport Highway.

The voucher covering the semifinal payment will be mailed to you within the next day or two. This will be for slightly over $57,000. The voucher covering final payment should be ready in about 10 days. This will be for approximately $8,500.

Very truly yours,

W. C. Williams
State Highway Engineer

RLP:bm me

cc Forrest Cooper
R. L. Porter

PLEASE RETURN TO
FORREST COOPER

UMPQUA RIVER NAVIGATION COMPANY

Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889

Reedsport, Oregon

September 21, 1961

REFERRED TO
Cooper
By State Highway Engineer

State Hwy Engr.

State of Oregon
State Highway Department
Salem, Oregon

ATTENTION: Mr. M. K. McIver, Chairman

Gentlemen:

RE: Contract No. 5615
Pioneer Mountain Section
Corvallis - Newport Highway

Since two full months, or to be exact 63 days, have elapsed since above mentioned job was completed, I am wondering when we might expect an estimate and payment for this work. As you know, the bulk of the this year's work was done by the paving subcontractor J. C. Compton Company, and the guardrail work by subcontractor Western Guardrail. These people are naturally anxious that they receive payment. I do not feel that we can pay the subcontractors until we get paid by Oregon State Highway Department.

Kindly advise me when we can expect payment for this completed contract so that I may so advise our subcontractors.

Yours very truly,

C. E. McAlister
Secretary

RECEIVED
SEP 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Porter

MB

cc: W.E. Schwartz, Res. Engineer, Newport
J.C. Compton, McMinnville
Western Guardrail Co., Portland

RECEIVED
SEP 22 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 28 1961
FOR FILING

5615

September 28, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to the Umpqua River Navigation Co., on contract #5615 for paving the Pioneer Mt. Section of the Corvallis-Newport Highway in Lincoln County.

This payment, in the amount of $58,097.94, will be released to contractor on or after October 5, 1961. The retained percentage is $7,793.06.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Umpqua River Navigation Co.,
P. O. Box 25
Reedsport
Oregon

RECEIVED
SEP 26 1961
FOR FILING

5615

September 25, 1961

Oregon State Highway Commission

Gentlemen:

It has become apparent that the project authorization for the Pioneer Mountain Section of the Corvallis-Newport Highway, Contract No. 5615, will overrun $21,837.56, or 7.59 per cent.

Additional crushed material was required above that set up in the contract in order to achieve the specified depth. The material was heavier than anticipated, additional rock was required to repair winter damage, and extra good compaction of the rock itself resulted in a monetary overrun of these items of $14,421.50.

Slide removal funds in the amount of $10,000 set up in the project authorization were inadequate to perform the slide removal work required. This item overran a total of $15,582.82.

Other minor overruns and savings on contract items result in a net overrun of the aforementioned $21,837.56.

It is, therefore, recommended that the project authorization be increased this amount, from $287,592.86 to $309,430.42.

This matter will be on the agenda for the October 20 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me

cc Tom Edwards
R. L. Porter
C. H. Maison

FORM E-30 50M 3-61 34367

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1961

SUBJECT: Pioneer Mountain Section
Corvallis-Newport Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Enclosed find a Report on Expected Overrun of Project Authorization on this project. It is expected that the total overrun will amount to $21,837.56 or 7.59 per cent. This project is under contract to the Umpqua River Navigation Company. The major causes of the anticipated overrun are listed below:

1. Item 6, Course Crushed Material in Base, will overrun $9,615.81.

2. Item 7, 3/4"-0 Material in Base, will overrun $4,805.69.

3. Extra Work Orders No. 2 and 3 for slide removal will overrun a total amount of $15,582.82.

4. Other minor overruns and savings act to create a net overrun of the aforementioned $21,831.56.

As explained in the form, the base rock overrun results as a consequence of three conditions:

1. Material was removed from a river bottom and contained a substantial amount of water when it was delivered to the project.

2. Additional rock was required to restore winter damaged roadbed and shoulder areas.

3. A very high degree of compaction was attained through the use of vibratory compacters and as a consequence, rock tonnage was increased to insure specified depth.

The slide removal Extra Work Orders overrun due to considerably more movement in the summit cut slide than had been anticipated in the project authorization.

NOTED
FORREST COOPER

y

It is therefore recommended that the project authorization on this project be increased from $287,592.86 to $309,430.42.

A rough draft of a letter to the Commission is enclosed.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

RECEIVED
SEP 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

21-1058

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 15, 1961

Section Pioneer Mountain

Highway Corvallis-Newport County Lincoln

Contractor Umpqua River Navigation Co.

Date of contract March 10, 1960

Date work started June 27, 1960

Project authorization $ 287,592.86

Exclusive of engineering $ 267,141.81

Kind of work Paving

Section prefix 21-1058

Contract number 5615

Specified work days 120

Work days used 84

Per cent of time elapsed 70 %

Estimated cost of completed project, exclusive of engineering $ 285,110.00

Estimated per cent overrun or underrun 6.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 20,451.05

Engineering cost to date $ 23,058.78, 12.5 %

Date project was completed July 20, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Two men in office checking final quantities.

The Semi-Final was turned in to the Salem office on Wednesday of this week.

This will be the last Weekley Report on this project.

NOTED

CONSTRUCTION DIVISION
RECEIVED
SEP 18 1961

NOTED

Signed William E.

Address P.O. Box 37, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.23	2.56		2.56	2.56
Miles partially completed					
Miles completed	0.23	2.56		2.56	2.56
Total estimated quantities (contract)	4,700	47,100		60oil;620agg.	10,480
Total quantities corrected to date	5,477	52,700		58oil;666agg.	10,380
Estimated quantities moved or placed to date	5,477	52,700		58oil;666agg.	10,380
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
OCT 24 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Pioneer Mountain
Date September 7, 1961
Highway (7) Corvallis—Newport
Contract No. 5615
County Lincoln
Kind of Work Paving
Contractor Umpqua River Navigation Co.
Contract Amount $244,538.10
5675

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount	
#6 Coarse Crushed Mat'l in Base	3,741.56	$2.57	+9,615.81	
#7 3/4"-0 Mat'l in Base	1,869.92	$2.57	+4,805.69	
Minor items, unitemized algebraic total			-1,422.90	
Subtotal				$ +12,998.60
Approved work orders (Price, extra work and state force orders)				$ 13,331.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount	
E.W.O.'s 2 & 3 Slide Removal	+15,582.82	
Minor items, unitemized algebraic total	-271.15	
Subtotal		$ +15,311.67
Authorization for engineering		$ 20,461.05
Expected over-run or under-run of engineering authorization		$ +2,800.00
Costs not included above (explain)		$
Allowance for future contingencies (——% of work remaining)		$
Credits to come from transfers and deductions		$
Present estimate of project cost		$ 309,430.42

Brief Statement of principal causes of over-run:
Winter rainfall caused sliding in the summit cut which was considerably more than anticipated in the original authorization. Although $10,000 was authorized for slide removal, the final cost of removing slides was $25,586.13. Crushed river gravel was used in the rock base. This material was taken from the river bottom and contained a substantial amount of water when it was delivered to the project. This, together with extra rock being used to restore winter damaged roadbed & shoulder areas, resulted in an overrun of rock quantities.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 286,592.86
Present estimate of project cost	$ 309,430.42
Expected over-run (Amount)	$ 22,837.56
Expected over-run (per cent)	7.59

Space to right of this line is for use of Salem office

Submitted by: Warren E. Sennett
Resident Engineer

Noted by:
Construction or Bridge Engineer

Confirmed by:
Division Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 80719

It is my opinion that the main cause of the overrun in base rock is due to the degree of compaction attained. Our experience is that on several projects where intense compaction by means of vibratory compactors was practiced that considerable additional rock is required to obtain the thickness of base specified. This is particularly true on this project where a very effective vibratory compactor was employed.

RECEIVED
JUL 28 1961

FOR FILING

F [illegible]

5615

July 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 20, 1961, on Contract No. 5615, Pioneer Mountain Section, in Lincoln County, in connection with Federal Aid Project No. F-150(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:jb

cc: ~~Clarence C. Swenson~~ H. S. Cox

RECEIVED
MAY 2 1961
FOR FILING

F-150(7)
5615

May 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering additional slide removal on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 5615, in connection with Federal Aid Project No. F-150(7).

The amount of $10,000 was set up in the original project authorization for anticipated slide removal. When Extra Work Order No. 2 was approved in the amount of $1,000 for this work, it was expected the project would be completed in the fall. Winter rains have caused a great deal of sliding and removal is necessary.

This order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT [illegible] 1960
FOR FILING
7-120 (1)
5615

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1960

NOTED
W. C. WILLIAMS

SUBJECT: Opening of Pioneer Mt. Sec.
Corvallis-Newport Highway

To: MEMO TO FILE

I have been advised that the Pioneer Mountain Section of the Corvallis-Newport Highway will be opened to traffic at 10 a.m. on October 26.

Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

FC:fn

RECEIVED
SEP 12 1960
FOR FILING

F-150 (7)

5615

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide removal on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 5615, in connection with Federal Aid Project No. F-150(7).

Slides have occurred during the surfacing of this project. The amount of $10,000 was included in the Project Authorization for slide removal.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

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RECEIVED
AUG 2 - 1960
FOR FILING

F-150(7)

5615

August 2, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 27, 1960, on Contract No. 5615, Pioneer Mountain Section, in Lincoln County, in connection with Federal Aid Project No. F-150(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
AUG - 1 1960
FOR FILING

F-150(7)

5615

R.

July 29, 1960

Oregon State Highway Commission

Gentlemen:

At 10 a.m., on July 27, 1960, approval was granted for the establishment of a 35-mile-per-hour construction speed zone on the Corvallis-Newport Highway, No. 33 ([illegible]).

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone at the westerly end of the [illegible] Mountain Section between M.P. 10.76 and M.P. 11.04 on the Corvallis-Newport Highway, No. 33.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc Mr. G. S. Paxson
Mr. F. B. Crandall

A

RECEIVED
JUL - 8 1960
FOR FILING

F 150(7)

5615

July 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 5615, in connection with Federal Aid Project No. F-150(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb

A

FORM E-153

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
APR - 6 1960
FOR FILING
F-150(7)
5615

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 5, 1960

Umpqua River Navigation Company
255 North 1st Street
Reedsport
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5615, awarded March 10, 1960,
> for paving the Pioneer Mt. Section of the
> Corvallis-Newport Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

A

RECEIVED
MAR 11 1960
FOR FILING

F-150(7)

5615

March 10, 1960

The Umpqua River Navigation Co.
Box 25
Reedsport, Oregon

Gentlemen:

The State Highway Commission on March 10, 1960 awarded to you State Highway Contract No. 5615 for paving on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

This award was based on your bid of $244,538.10 which was the low bid submitted to the Commission on March 1, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc:
- Tom Edwards
- R. L. Porter
- R. G. Savage (SIAC)

A

RECEIVED
MAR 5 1960
FOR FILING

F 150(7)

5615

When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

March 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5615 for Oregon Project F-150(7), Pioneer Mt. Section (paving) of the Corvallis-Newport Highway, to the Umpqua River Navigation Co. of Reedsport, Oregon, low bidder in the amount of $244,538.10 at the March 1, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig Baxter

NOTED
FORREST COOPER

RECEIVED
[illegible] 1960
FOR FILING
F-150(7)
5615

When replying, refer to
08-35.4-DA

408 State Highway Building
Salem, Oregon

February 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-150(7), Pioneer Mountain Section, Corvallis-Newport Highway in Lincoln County.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

Orig. Porter

22-8306 Sweet Home-Toll Cr. Rock 1960
#5616 Prod. Proj. on Santiam Hwy.

RECEIVED
JUN 30 1960
FOR FILING

228306

5616

June 29, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5616 for the Sweet Home-Toll Creek Rock Production Project on the Santiam Highway in Linn County was completed by the contractor, Albany Sand & Gravel Co., on May 26, 1960, and was formally accepted by the Highway Commission on June 2, 1960.

Final payment in the amount of $806.76 will be released to the contractor on or after July 9, 1960. The total contract amount is $27,028.62, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUN 14 1960
FOR FILING
[illegible]
5616

A

June 13, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Albany Sand & Gravel Co., on contract #5616 for the Sweet Home-Toll Creek Rock Production Project on the Santiam Highway in Linn County.

This payment, in the amount of $5,761.86, will be released to contractor on or after June 23, 1960. The retained percentage is $810.99.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Form E-1—(Rev.)—

22 8306

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OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 28, 1960

Section Sweet Home - Toll Creek

Kind of work Rock Production

Highway Santiam County Linn

Section prefix 22-8306

Contractor Albany Sand & Gravel Co.

Contract number 5616

Date of contract March 10, 1960

Specified work days 50

Date work started March 7, 1960

Work days used 48

Project authorization $30,375.00

Exclusive of engineering $28,215.00

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering $27,032.85

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $2,160.00

Engineering cost to date $ 1,026.34, 47.5 %

Date project was completed May 26, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor completed crushing and hauling rock on Wednesday. The piles were shaped and the site cleaned up on Thursday, completing the project. The semi-final estimate has been forwarded to the Division Office.

Final Report.

NOTED

CONSTRUCTION DIVISION
RECEIVED
MAY 31 1960
NOTED-- ☒ CE ☐ ACE ☐ ACE ☐ ☐ COE
2
EJB

Signed D. C. King Resident Engineer

Address 1101 North Pacific Highway, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			9,000		
Total quantities corrected to date			9,010.95		
Estimated quantities moved or placed to date			9,010.95		
Average daily quantities			100		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			8		
Men			7		
Supervision			1		
Men and trucks under 3 tons			2		
Men and trucks over 3 tons			3		
Men and tractors					

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

A

RECEIVED
APR 11 196
FOR FILING
2-2306
5616

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 11, 1960

Albany Sand & Gravel Co.,
203 North Broadalbin
Albany
Oregon

Gentlemen: We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5616, awarded March 10, 1960, for the Sweet Home-Toll Creek Rock Production Project on the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAR 11 1960
FOR FILING
22-5306
5616

A

March 10, 1960

Albany Sand & Gravel Co.,
203 North Broadalbin St.,
Albany
Oregon

Gentlemen:

The State Highway Commission on March 10, 1960, awarded to you State Highway Contract #5616 for the Sweet Home-Fall Creek Rock Production Project on the Santiam Highway in Linn County.

This award was based on your bid of $27,000.00 which was the low bid submitted to the Commission on March 1, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

I-5-5(8)250 Salem By-Pass(Hayesville- 1960
Battle Cr.) Sign Inst. on
#5617 Pacific Hwy.

RECEIVED
FEB 5 - 1965

FOR FILING

5619

Salem, Oregon
February 5, 1965

Mr. [illegible] Hunter
Maintenance Engineer

I attach hereto Rothman's January 22 report of porcelain enamel sign failures. I have instructed Oscar White at the lab to take the following steps:

1. To determine by use of the Spectrophotometer, by means of a series of tests on signs which we know to be satisfactory, what the normal color reading should be.

2. To establish by a further test or tests what the maximum fading should be at the end of the 10-year period. This would be primarily based on readings on material which we consider to be unfit for further use.

3. To determine by tests the readings on the signs which Rothman reports as unsatisfactory.

4. To determine where they fall in the sliding scale established under Points 1 and 2 above.

5. To give me the data which will then be turned over to the Legal Division for such action as is necessary.

6. A separate category of failure will include the sandwich boards which are separating. They can be sorted out as a separate unit of work. You should establish and submit for my approval a basis for determining failure of a sandwich board. This will require wrestling with the problem of whether or not a board which has separated fails to deliver the sign message which it was designed to impart.

Attachment

Tom Edwards
Assistant State Highway Engineer

TE:jm

cc Forrest Cooper
L. L. Porter
[illegible] (Enc.)
F. B. Crandall (Enc.)
E. W. Rothman
Oscar White
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
L. A. Chandler (Enc.)
[illegible] (Enc.)
A. F. Parsons (Enc.)

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert N Bothman

R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

FORM E-30 2SM 9-61 88918

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1965

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: **Mr. George Rohde**
XXXXXXXXXXXXXXXXXXX
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace **these signs or parts thereof** in accordance with the terms of the guarantee:

SECTION **Hayesville-Battle Creek**
HIGHWAY **Pacific Highway I-5**
CONTRACT NO. **5617** GUARANTEE NO. **II**
CONTRACTOR **Sneck Brothers**

MANUFACTURER **Bradley Porcelain Products**
600 Taylor
Missoula, Montana

DATE MANUFACTURED **July 1959**

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE

See attached Sheet

Fading and discoloration are the cause of all reported failures.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards
Traffic Engineer
Maintenance Engineer
Division Engineer **Div. II**

January 20, 1965

Hayesville - Battle Creek Section of I-5

Defective Porcelain Enamel Signs on Contract 5617

SIGN NO.	TED DWG.NO.	STATION	MESSAGE	FAILURE REPORTED
D-1-60	S 71	58+42	E X I T	April 1963
1	S 72	1746+50	BUSINESS 99 SALEM EXIT 2 MILES	April 1963
3	S 72	1822+00	PORTLAND 43 SEATTLE 209	April 1963
4	S 72	1799+00	99E SALEM EXIT 1 MILE	September 1963
6	S 72	66+50	99E OREGON CITY	April 1963
7	S 72	119+30	99E OREGON CITY EXIT 1 MILE	April 1963
8	S 72	145+50	99E OREGON CITY EXIT 1½ MILE	April 1963
14	S 72	"E"23+00	99-5-PORTLAND	April 1963
15	S 72	"E"23+00	OREGON CITY 99E	April 1963
16	S 72	"E"23+00	SALEM - EUGENE	April 1963
1	S 73	120+00S	MARKET ST EXIT 1 MILE	April 1963
4	S 73	187+00	MARKET ST - SILVERTON	April 1963
5	S 73	213+50	MARKET ST - SILVERTON EXIT ½ MILE	April 1963
11	S 73	Market St.	SALEM - SILVERTON	April 1963
12	S 73	Market St.	SALEM - SILVERTON	April 1963
14	S 73	Market St.	EUGENE	April 1963
1	S 75	195+00	22 STAYTON-N SANTIAM NEXT 1½ MILE	April 1963
2	S 75	279+00	22 STAYTON-N SANTIAM	April 1963
3	S 75	264+00	PORTLAND 47 - SEATTLE 213	April 1963
5 2/	S 75	240+50	22 STAYTON-N SANTIAM EXIT 2 MILES	April 1963
6	S 75	152+70	22 PORTLAND-N SANTIAM	April 1963
7	S 75	152+70	ALBANY-EUGENE-99-5	April 1963
8	S 75	154+00	STAYTON-N SANTIAM-SALEM	April 1963
10	S 75	156+20	ALBANY-EUGENE-99-5	April 1963
11	S 75	168+00	SALEM-STAYTON-N SANTIAM	April 1963
13	S 75	166+70	PORTLAND - 99 - 5	April 1963
14	S 75	172+65	22 - EUGENE	April 1963
15	S 75	172+65	PORTLAND - 5 - 99	April 1963
16	S 75	361+00	22-STAYTON-N SANTIAM	April 1963
21	S 75	226+50	22-STAYTON-N SANTIAM EXIT 1 MILE	April 1963
23 1/	S 75	207+35	SALEM AIRPORT NEXT EXIT	April 1964
1	S 76	480+00	PORTLAND 51 - SEATTLE 217	April 1963
2	S 76	546+80	BUSINESS - 99 - SALEM	April 1963
3	S 76	560+90	99 - SALEM	April 1963
4	S 76	560+90	99 - 5 - PORTLAND	April 1963
6	S 76	568+00	STATE CAPITOL NEXT 3 EXITS	April 1963

1/ Previously reported as sign on TED DWG. S 73 at Station 207+35

2/ Overlaid with sheet material as test for refinishing signs

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JAN [illegible] 1964

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 13, 1964

Treasure State Metal Products
Bradley Porcelain Products
500 Taylor Street
Missoula, Montana

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that 39 porcelain enamel signs of your manufacture, located on the Hayesville-Battle Creek Section of the Pacific Highway, Interstate 5, have proven defective as shown by excessive fading, contrary to the provisions of your guarantee. The particular signs and locations are identified on the schedule attached to this letter.

This letter constitutes a formal demand that you replace each of the defective signs designated on the attached schedule, without expense to the State of Oregon, pursuant to your guarantee.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:jm
Attach.
cc: Tom Edwards ✓
F. B. Crandall
E. S. Hunter
R. N. Bothman
F. D. Morgan
R. D. Asburry
L. I. Lindas
Snook Brothers Construction

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JAN 1 [illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Section: Hayesville-Battle Creek
Highway: Pacific Highway, Interstate 5

Contractor: Snook Brothers Construction
Contract: 5617

Date Manufactured: July 1959

MESSAGE	STATION
*Exit	58+42
*Business 99 Salem Exit 2 Miles	174 6+50
*Portland 43 Seattle 209	1822+00
99E Salem Exit 1 Mile	1799+00
*99E Oregon City	66+50
*99E Oregon City Exit 1 Mile	119+30
*99E Oregon City Exit 1 1/2 Mile	145+50
*99-5-Portland	"E" 23+00
*Oregon City 99E	"E" 23+00
*Salem-Eugene	"E" 23+00
*Market St Exit 1 Mile	120+00S
*Market St - Silverton	187+00
*Market St - Silverton - Exit 1/2 Mile	213+50
*Portland - Eugene	Market Street
*Salem - Silverton	Market Street
*Salem - Silverton	Market Street
*Eugene	Market Street
*Exit	181+55
*Salem Airport Next Exit	207+35
*Salem Airport Next Exit	404+40
*22-Stayton-N Santiam-Next 1 1/2 Mile	195+00
*22-Stayton-N Santiam	279+00
*Portland 47 Seattle 213	264+00
*22 Stayton Santiam Exit 2 Miles	240+50
*22 Portland-N Santiam	152+70
*Albany-Eugene-99-5	152+70
*Stayton-N Santiam-Salem	154+00
*Albany-Eugene-99-5	156+20
*Salem-Stayton-N Santiam	168+00
*Portland - 99 - 5	166+70
*22 - Eugene	172+65
*Portland - 5 - 99	172+65
*22-Stayton-N Santiam	361+00
*22-Stayton-N Santiam Exit 1 Mile	226+50
*Portland 51 - Seattle 217	480+00
*Business - 99 - Salem	546+80
*99 - Salem	560+90
*99 - 5 - Portland	560+90
*State Capitol Next 3 Exits	568+00

*Previously reported to you in our letter dated October 3, 1963

RECEIVED
DEC 2 - 1963
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1963

SUBJECT:

To: Mr. Leonard I. Lindas
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replaced these signs in accordance with the terms of the guarantee:

SECTION Hayesville-Battle Creek
HIGHWAY Pacific Highway US99 I-5
CONTRACT NO. 5617 GUARANTEE NO. II
CONTRACTOR Snook Brothers
MANUFACTURER Bradley Porcelain Products
500 Taylor
Missoula, Montana
DATE MANUFACTURED July 1959

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE
D-1-60	S 71	58+42	EXIT	Excessive Fading
1	S 72	1746+50	BUSINESS 99SALEM EXIT 2 MILES	Excessive Fading
3	S 72	1822+00	PORTLAND 43 SEATTLE 209	Excessive Fading
4	S 72	1799+00	99E SALEM EXIT 1 MILE	Excessive Fading
6	S 72	66+50	99E OREGON CITY	Excessive Fading
7	S 72	119+30	99E OREGON CITY EXIT 1 MILE	Excessive Fading
8	S 72	145+50	99E OREGON CITY EXIT 1½ MILE	Excessive Fading
14	S 72	"E" 23+00	99-5-PORTLAND	Excessive Fading'
15	S 72	"E" 23+00	OREGON CITY 99E	Excessive Fading
16	S 72		SALEM - EUGENE	Excessive Fading
1	S 73	120+00S	MARKET ST EXIT 1 MILE	Excessive Fading
4	S 73	187+00	MARKET ST - SILVERTON	Excessive Fading
5	S 73	213+50	MARKET ST - SILVERTON-EXIT ½MILE	Excessive Fading
8	S 73	Market St	PORTLAND - EUGENE	Excessive Fading
11	S 73	"	SALEM - SILVERTON	Excessive Fading
12	S 73	"	SALEM - SILVERTON	Excessive Fading
14	S 73	"	EUGENE	Excessive Fading
D-1-60	S 73	181+55	EXIT	Excessive Fading
	S 73	207+35	SALEM AIRPORT NEXT EXIT	Excessive Fading
	S 74	404+40	SALEM AIRPORT NEXT EXIT	Excessive Fading
1	S 75	195+00	22-STAYTON-N SANTIAM-NEXT 1½ MILE	Excessive Fading
2	S 75	279+00	22-STAYTON-N SANTIAM	Excessive Fading
3	S 75	264+00	PORTLAND 47-SEATTLE 213	Excessive Fading

NOTED
TOM EDWARDS

Defective Porcelain Enamel Signs on Contract #5617

SIGN NO.	TED DWG.NO.	STATION	MESSAGE	FAILURE
5	S 75	240+50	22 STAYTON-N SANTIAM EXIT 2 MILES	Excessive Fading
6	S 75	152+70	22 PORTLAND-N SANTIAM	Excessive Fading
7	S 75	152+70	ALBANY-EUGENE-99-5	Excessive Fading
8	S 75	154+00	STAYTON-N SANTIAM-SALEM	Excessive Fading
10	S 75	156+20	ALBANY-EUGENE-99-5	Excessive Fading
11	S 75	168+00	SALEM-STAYTON-N SANTIAM	Excessive Fading
13	S 75	166+70	PORTLAND - 99 - 5	Excessive Fading
14	S 75	172+65	22 - EUGENE	Excessive Fading
15	S 75	172+65	PORTLAND - 5 - 99	Excessive Fading
16	S 75	361+00	22-STAYTON-N SANTIAM	Excessive Fading
21	S 75	226+50	22-STAYTON-N SANTIAM EXIT 1 MILE	Excessive Fading
1	S 76	480+00	PORTLAND 51 - SEATTLE 217	Excessive Fading
2	S 76	546+80	BUSINESS - 99 - SALEM	Excessive Fading
3	S 76	560+90	99 - SALEM	Excessive Fading
4	S 76	560+90	99 - 5 - PORTLAND	Excessive Fading
6	S 76	568+00	STATE CAPITOL NEXT 3 EXITS	Excessive Fading

Signs No. 1, 5, and 21, Dwg. No. S 75 have 42" of new panels added, and Signs No. 2 and 6 on Dwg. No. S 75 have 30" of new panels added. These are the panels carrying the message "Stayton" The porcelain supplier should not be required to replace these panels. Signs No. 8 and 11 have had numerous panels added and it would probably be difficult to make a claim on these two signs.

Other minor revisions (I.E. change of route markers) have been made to the messages covered by a number of the signs reported defective by this letter. Additional signs show minor fading indicating a possible future failure.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer Div. II

[illegible]
NOV 1 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

5617

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 3, 1963

Treasure State Metal Products
Bradley Porcelain Products
500 Taylor Street
Missoula, Montana

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that forty porcelain enamel signs of your manufacture, located on the Pacific Highway, Interstate 5, have proven defective as shown by excessive or abnormal fading or discoloration from normal atmospheric conditions, contrary to the provisions of your guarantee. The particular signs and locations are identified on the schedule attached to this letter.

This letter constitutes a formal demand that you replace each of the defective signs designated on the attached schedule, without expense to the State of Oregon, pursuant to your guarantee.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
attach.

cc: Tom Edwards
F. B. Crandall
E. S. Hunter
R. N. Bothman
F. D. Morgan
R. D. Asburry
L. I. Lindas
Snook Brothers Construction
P. O. Box 687, Corvallis

NOTED
TOM EDWARDS

RECEIVED
OCT 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Highway: Hayesville-Battle Creek Section
Pacific Highway Interstate 5

Contractor: Snook Brothers

Contract No: 5617

Date Manufactured: July 1959

MESSAGE	STATION
EXIT	58+42
BUSINESS 99 SALEM EXIT 2 MILES	1746+50
PORTLAND 43 SEATTLE 209	1822+00
99E OREGON CITY	66+50
99E OREGON CITY EXIT 1 MILE	119+30
99E OREGON CITY EXIT 1-1/2 MILE	145+50
99-5-PORTLAND	"E" 23+00
OREGON CITY 99E	"E" 23+00
SALEM-EUGENE	"E" 23+00
MARKET ST EXIT 1 MILE	120+00S
MARKET ST-SILVERTON	187+00
MARKET ST-SILVERTON-EXIT 1/2 MILE	213+50
PORTLAND-EUGENE	Market St.
SILVERTON-PORTLAND	Market St.
SALEM-SILVERTON	Market St.
SALEM-SILVERTON	Market St.
EUGENE	Market St.
EXIT	181+55
SALEM AIRPORT NEXT EXIT	207+35
EXIT	310+70
SALEM AIRPORT NEXT EXIT	404+40
22-STAYTON-N SANTIAM-NEXT 1-1/2 MILE	195+00
22-STAYTON-N SANTIAM	279+00
PORTLAND 47-SEATTLE 213	264+00
22-STAYTON-N SANTIAM EXIT 2 MILES	240+50
22-PORTLAND-N SANTIAM	152+70
ALBANY-EUGENE-99-5	152+70
STAYTON-N SANTIAM-SALEM	154+00
ALBANY-EUGENE-99-5	156+20
SALEM-STAYTON-N SANTIAM	168+00
PORTLAND-99-5	166+70
22-EUGENE	172+65
PORTLAND-5-99	172+65
22-STAYTON-N SANTIAM	361+00
22-STAYTON-N SANTIAM EXIT 1 MILE	226+50
PORTLAND 51-SEATTLE 217	480+00
BUSINESS-99-SALEM	546+80
99-SALEM	560+90
99-5-PORTLAND	560+90
STATE CAPITOL NEXT 3 EXITS	568+00

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MAY 1 4 1963
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5617

FORM E-30X—30M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

Section	Hayesville-Battle Creek		
Highway	Pacific Highway	US99	I-5
Contract No.	5617	Guarantee No. II	
Contractor	Snook Brothers		
Manufacturer	Bradley Porcelain Products 500 Taylor Missoula, Montana		
DateManufactured	July 1959		

Sign No.	TED Dwg.No.	Station	Message	Failure
D-1-60	S 71	58+42	EXIT	Excessive Fading
1	S 72	1746+50	BUSINESS 99 SALEM EXIT 2 MILES	Excessive Fading
3	S 72	1822+00	PORTLAND 43 SEATTLE 209	Excessive Fading
6	S 72	66+50	99E OREGON CITY	Excessive Fading
7	S 72	119+30	99E OREGON CITY EXIT 1 MILE	Excessive Fading
8	S 72	145+50	99E OREGON CITY EXIT 1½ MILE	Excessive Fading
14	S 72	"E" 23+00	99-5-PORTLAND	Excessive Fading
15	S 72	"E" 23+00	OREGON CITY 99E	Excessive Fading
16	S 72	?	SALEM-EUGENE	Excessive Fading
1	S 73	120+00S	MARKET ST EXIT 1 MILE	Excessive Fading
4	S 73	187+00	MARKET ST-SILVERTON	Excessive Fading
5	S 73	213+50	MARKET ST-SILVERTON-EXIT ½ MILE	Excessive Fading
8	S 73	Market St.	PORTLAND - EUGENE	Excessive Fading
10	S 73	"	SILVERTON - PORTLAND	Excessive Fading
11	S 73	"	SALEM - SILVERTON	Excessive Fading
12	S 73	"	SALEM - SILVERTON	Excessive Fading
14	S 73	"	EUGENE	Excessive Fading
D-1-60	S 73	181+55	EXIT	Excessive Fading
	S 73	207+35	SALEM AIRPORT NEXT EXIT	Excessive Fading
D-1-60	S 74	310+70	EXIT	Excessive Fading
	S 74	404+40	SALEM AIRPORT NEXT EXIT	Excessive Fading
1	S 75	195+00	22-STAYTON-N SANTIAM-NEXT 1½ MILE	Excessive Fading
2	S 75	279+00	22-STAYTON-N SANTIAM	Excessive Fading
3	S 75	264+00	PORTLAND 47-SEATTLE 213	Excessive Fading

NOTED
TOM EDWARDS

Sign No.	TED Dwg.No.	Station	Message	Failure
5	S 75	240+50	22 STAYTON-N SANTIAM EXIT 2 MILES	EXcessive Fading
6	S 75	152+70	22 PORTLAND-N SANTIAM	Excessive Fading
7	S 75	152+70	ALBANY-EUGENE-99-5	Excessive Fading
8	S 75	154+00	STAYTON-N SANTIAM-SALEM	Excessive Fading
10	S 75	156+20	ALBANY-EUGENE-99-5	Excessive Fading
11	S 75	168+00	SALEM-STAYTON-N SANTIAM	Excessive Fading
13	S 75	166+70	PORTLAND-99-5	Excessive Fading
14	S 75	172+65	22 - EUGENE	Excessive Fading
15	S 75	172+65	PORTLAND - 5 - 99	Excessive Fading
16	S 75	361+00	22-STAYTON-N SANTIAM	Excessive Fading
21	S 75	226-50	22-STAYTON-N SANTIAM EXIT 1 MILE	Excessive Fading
1	S 76	480+00	PORTLAND 51 - SEATTLE 217	Excessive Fading
2	S 76	546-80	BUSINESS - 99 - SALEM	Excessive Fading
3	S 76	560+90	99 - SALEM	Excessive Fading
4	S 76	560+90	99 - 5 - PORTLAND	Excessive Fading
6	S 76	568+00	STATE CAPITOL NEXT 3 EXITS	Excessive Fading

Sign # D-1-60 Station 58+42 TED Dwg. #S71, Signs # 1,3,6,7,8,11,14,15,16 TED Dwg. #S 72, Signs # 4,5,8,10,11,12,14, D-1-60, Station 181+55 TED Dwg. #S 73, Sign #D-1-60 Station 310+70 SALEM AIRPORT NEXT EXIT TED Dwg. #S 74, Signs # 1,3,5,6,7,10,11,13,14, TED Dwg. # S 75, Signs # 1,2,3,4,5,6, TED Dwg. #S 76 have previously been reported defective by Mr. Edwards in a letter to the manufacturer dated January 19, 1962.

Minor revisions (i.e. change of route markers) have been made to the messages covered by a number of the signs reported defective by this letter. Additional signs show minor fading indicating a possible future failure.

L. E. George
Sign Engineer

LEG:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer Div. II

[illegible]
MAY 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 23 1962

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[illegible]

5619

October 22, 1962

Mr. James E. Kelly, General Manager
Treasure State Metal Products, Inc.
Post Office Box 1132
Missoula, Montana

Dear Mr. Kelly:

I wrote to you on January 19 calling to your attention the defective porcelain enamel signs installed on the Hayesville-Battlecreek Section of Interstate 5 in Oregon. At that time we requested that your Company replace the defective porcelain enamel signs in accord with the guarantee clause on page 50 of the project specifications.

On April 2, I wrote to you again advising that we had not received a reply to our letter of January 10. On April 3, a representative of our Traffic Engineering Division discussed with you, by telephone, the two previous letters and you advised that you would communicate with us by April 15. On June 1, we received a reply from you stating you would be in Salem on Thursday, June 14, for the purposes of working out a suitable arrangement for replacing the signs as between your Company, representatives of the Ferro Corporation, and the State Highway Department. We advised you on June 4, that we would be pleased to meet with you.

I wish to acknowledge that you did contact a representative of our Traffic Engineering Division on June 14, stated that you were on your way to Los Angeles to discuss the matter further with the Ferro Corporation, and you would communicate with us as soon as you had an opportunity to return to Missoula and discuss the subject further with your Board of Directors.

On July 3, you called a representative of our Traffic Engineering Division and requested a meeting for July 18, wherein representatives of the State, yourself, and the Ferro Corporation would meet to discuss this subject. We have not heard from you since that time, and it appears that the State has been more than reasonable in giving you and your Company every opportunity to discuss with on the replacement program. I am now obliged to state that if I do not hear from you within the next two weeks, I will turn this matter over to our Legal Division for necessary action.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc A. M. Parsons
Division Engineer
Bureau of Public Roads
bc Forrest Cooper
G. S. Paxson
F. B. Crandall
L. I. Lindas
I. A. DeFrance

JAH:njc/mm hlb

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FORM E 30 50M 8-61
[illegible] 1962

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5617

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
July 6, 1962

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

SUBJECT: Discussion of Sign Replacement
Hayesville-Battle Creek Section
Pacific Freeway

I wish to advise that Mr. Jim Kelly of the Bradley Products Division, Treasure State Industries, Inc. called the writer on July 3 and advised that he and a representative of the Farro Corporation would like to meet with us and discuss sign replacement on the subject project. You will recall that this was one project where we had an unconditional ten year guarantee. We wrote to them earlier this year asking them to replace the signs. This was culminated in the exchange of several letters and phone calls. The meeting has been set for 11:30 a.m., Wednesday, July 18. Mr. Kelly will come to this office. We will then contact you and proceed with our meetings. I presume that in view of the hour that we will have lunch together. Mr. Crandall and I will bring Mr. Kelly and the Farro representative to your office.

[illegible]

Mr. Louis Snook of the Foress Company who was the contractor on this project in question has asked to be kept informed of our meetings. I believe that our dealings are with the manufacturer and not the contractor. For this reason, I have not advised Mr. Snook of this meeting. If Mr. Kelly does and has him present, I would see no objections on our part.

J. Al. Head
Asst. Traffic Engineer

JAH:tm
cc: F. B. Crandall
L. E. George

NOTED
TOM EDWARDS

RECEIVED
JUL 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962
FOR FILING

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5617

FORM E-90 9OM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 15, 1962

SUBJECT: Replacement of Defective Porcelain Enamel
Hayesville-Battle Creek Section
Pacific Freeway

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

Reference is made to your letter of June 4 to Mr. James Kelly, General Manager of the Treasure State Metal Products, Inc., Missoula, advising that he was to confer with this office on Wednesday, June 14 on his trip through Salem inasmuch as you would be out of town. I wish to advise that Mr. Kelly did contact us and discussed several items. The first and foremost dealt with the defective porcelain enamel on the subject section of highway and he is not at liberty at this instant to state exactly when and how the porcelain enamel will be replaced, but he did state that his company was going to replace it. He was on his way to Los Angeles to meet with representatives of Ferro Corporation (suppliers of the frit for the porcelain enamel), and upon his return to Missoula and after reporting to his Board of Directors he would communicate with us shortly after the first of July and arrange a schedule of sign replacement.

The second point that he brought up was utilization of a skin of porcelain enamel aluminum on plywood. He left a sample with us. We intend to discuss it with Mr. Widdows, have our lab run some tests and we will ultimately give you a report.

J. A. Hall
For F. B. Crandall
Traffic Engineer

JAH:tm

cc: I. A. DeFrance
W. O. Widdows
L. E. George

NOTED
TOM EDWARDS

RECEIVED
JUN 1[illegible] 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 1962

5617

CORRECTED COPY

April 2, 1962

Mr. James E. Kelly
General Manager
Bradley Products, Inc.
500 Taylor Street
Missoula, Montana

Dear Mr. Kelly:

On January 19, 1962, a letter was transmitted to you containing information on defective porcelain enamel signs installed on the Hayesville-Battle Creek Section of Interstate Route 5 in Oregon.

We requested your company at that time to replace the defective porcelain enamel in accord with the guarantee clause on page 50 of the project specifications.

To this date, we have not received a reply to our letter. An early response is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
W. O. Widdows

FBC:tm jw

April 2, 1962

Mr. James E. Kelly
General Manager
Bradley Products, Inc.
500 Taylor Street
Missoula, Montana

Dear Mr. Kelly:

On January 19, 1962, a letter was transmitted to you containing information on defective porcelain enamel signs installed on the Hayesville-Battle Creek Section of Interstate Route 5 in Oregon.

We requested your company at that time to replace the defective porcelain enamel in accord with the guarantee clause on page 2 of the project specifications.

To this date, we have not received a reply to our letter. An early response is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
W. O. Widdows

FBC:tm jw

RECEIVED
JAN 22 1962
FOR FILING
5617

January 19, 1962

Mr. James E. Kelly
General Manager
Bradley Products, Inc.
500 Taylor Street
Missoula, Montana

Dear Mr. Kelly:

As you know, Bradley Products, Inc. was the manufacturer of the porcelain sign faces for the contract signing project involving the Hayesville-Battle Creek Section of Interstate Route 5 in Oregon. The signing on this section was installed during the summer months of 1960. On April 4, 1961, you were advised that an inspection of this signing showed preliminary evidence of ultimate failure of the porcelain enamel applied on the aluminum extrusions. A subsequent inspection conducted during December of 1961 has indicated that almost all signs which faced east, south, or west are in advanced stages of deterioration of the porcelain enamel. The following is a tabulation of the signs involved and the panels on each of these signs. At the following locations all panels on the signs indicated have deteriorated porcelain enamel and spalled areas:

Hayesville Interchange: Signs No. 3, 7, 11, 14, 15, 16, D-1-60 at Station 58+42

Market Street Interchange: Signs No. 4, 11, 14, D-1-60 at Station 181+55

North Santiam Interchange: Signs No. 5, 11, 15, D-1-60 at Station 310+70 and "SALEM AIRPORT NEXT EXIT" at Station 395+75

Battle Creek Interchange: Signs No. 1, 2, 4, 5, 6

At the following locations, only the panel numbers listed have deteriorated porcelain enamel and spalled areas. These panels are numbered from top to bottom on each sign.

Hayesville Interchange: Sign No. 6, all except panel 5; Sign No. 8, all except panels 2 and 13

Market Street Interchange: Sign No. 5, panels 1, 2, 4, 5, 6, 7, 8; Sign No. 8, panel 1; Sign No. 10, panel 1; Sign No. 12, panels 1, 2, and 4

North Santiam Interchange: Sign No. 3, panels 1, 3, 4, 5, 6; Sign No. 6, panels 1, 3, 4, 5; Sign No. 7, panels 2, 3, 4, 5; Sign No. 10, panels 1, 3, 4, 5; Sign No. 13, panels 1, 3, 4, 5; Sign No. 14, panels 1, 3, 4, 5

Battle Creek Interchange: Sign No. 3, all panels, except 4, and 5

All signs listed at the locations below have panels with either chipped or spalled areas in the porcelain enamel:

Hayesville Interchange: Sign No. 1

North Santiam Interchange: Sign No. 1, Sign No. 16, and "N. SANTIAM EXIT ONE MILE" at Station 226+50

None of the above-mentioned instances involve vandalism or vehicular damage. The signs involved in the listing are only those on which it is obviously a failure of the porcelain enamel surface.

We are, through this letter, requesting your company to replace the porcelain enamel on the signs indicated in the listing at no expense to the State of Oregon. We are using as a basis for our request the guarantee clause listed in the project specifications on Page 50. If you have any further information concerning this matter, please do not hesitate to contact this office. For your information and reference, we are transmitting under separate cover a set of the project plans and the specifications applicable to the porcelain enamel signs.

Very truly yours,

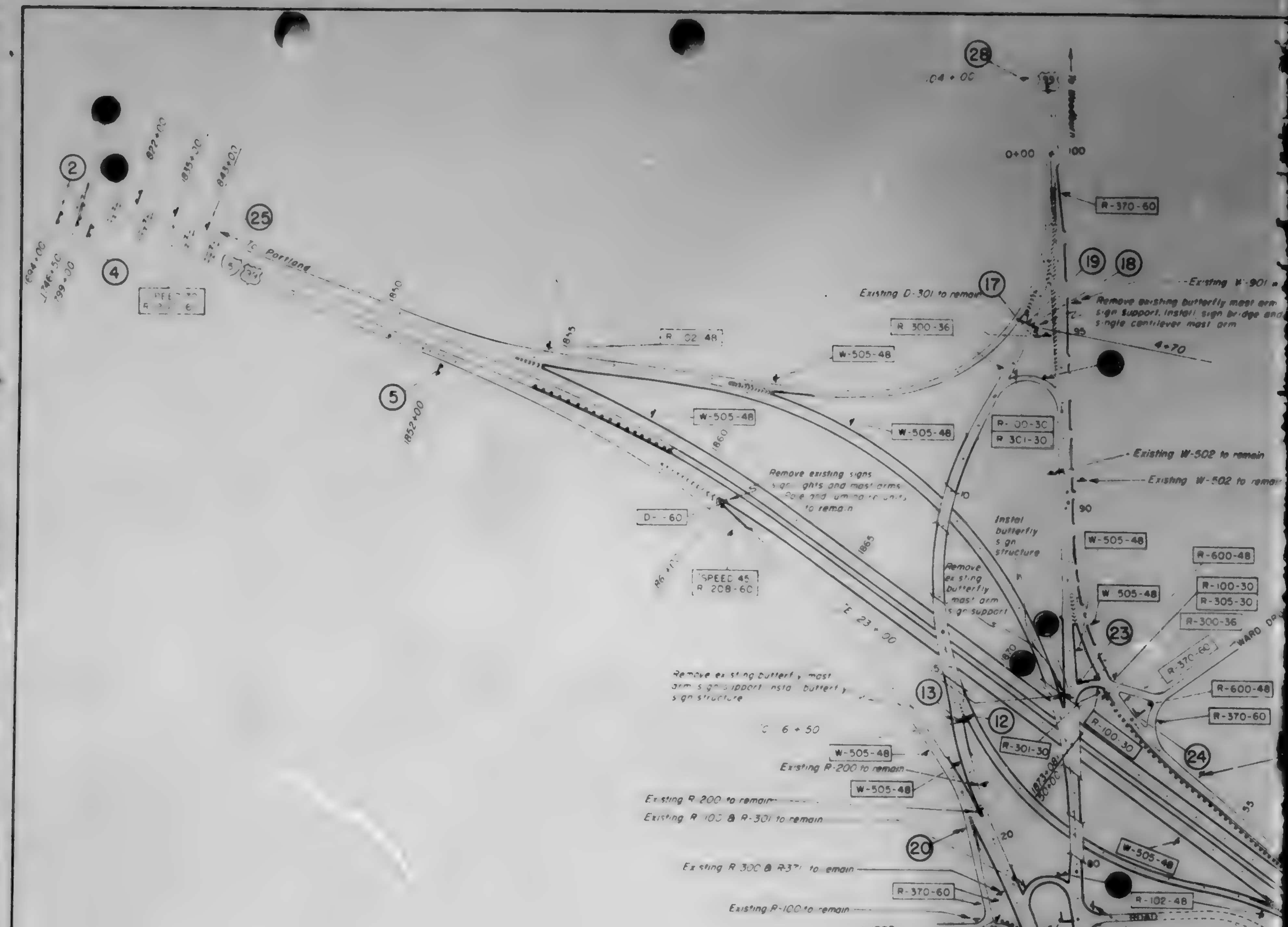
Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

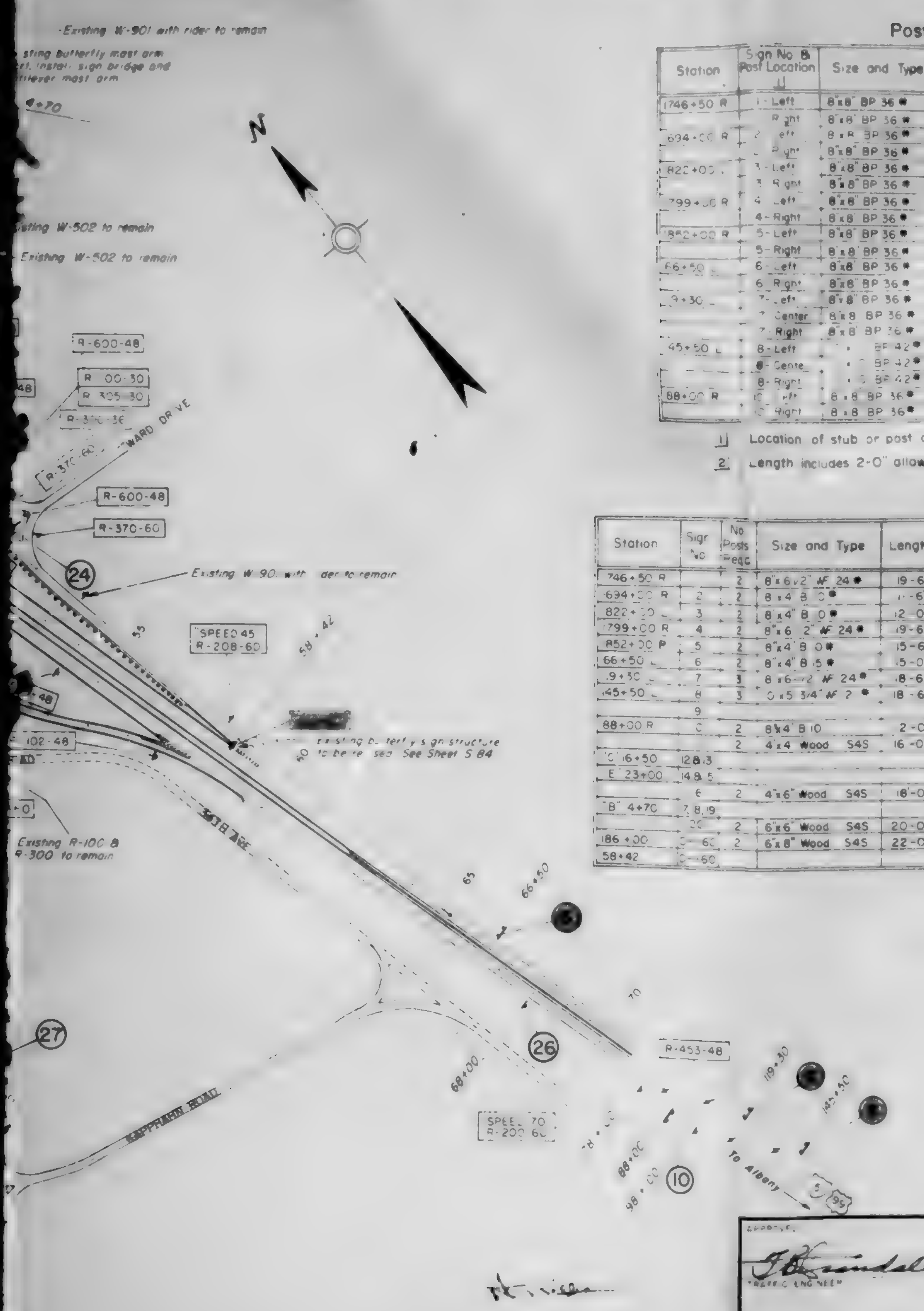
cc Forrest Cooper
G. S. Paxson
F. B. Crandall
W. C. Widdows

LEG:mgm jw


28
104+00
To Woodburn
0+00
100
R-370-60
19
18
Existing W-901
17
Existing D-301 to remain
Remove existing butterfly mast arm sign support. Install sign bridge and single cantilever mast arm
R-300-36
95
4+70
2
4
25
To Portland
5
1852+00
1845
1850
R-102-48
W-505-48
W-505-48
W-505-48
1860
R-100-30
R-301-30
Existing W-502 to remain
Existing W-502 to remain
Remove existing signs, sign lights and mast arms. Pole and luminaire units to remain
D-60
90
Install butterfly sign structure
W-505-48
R-600-48
SPEED 45
R-208-60
1865
R-100-30
R-305-30
Remove existing butterfly mast arm sign support
W-505-48
R-300-36
23
WARD DR
R-370-60
1870
Remove existing butterfly mast arm sign support. Install butterfly sign structure
13
R-600-48
R-370-60
12
6+50
R-100-30
24
W-505-48
Existing R-200 to remain
R-301-30
W-505-48
Existing R-200 to remain
Existing R-100 & R-301 to remain
20
Existing R-300 & R-371 to remain
W-505-48
80
R-370-60
R-102-48
Existing R-100 to remain
CLAXTER ROAD
R-301-36
R-370-60
21
Existing R-100 & R-300 to remain
Existing R-300 to remain
22
75
30
27
70
35
KAPPHAHN ROAD
To Salem
BUSINESS 99

▬ ● Defective Signs

HAYESVILLE INTERCHANGE


Existing W-901 with rider to remain
sting butterfly mast arm
ct. instal. sign bridge and
tilever mast arm
4+70
N
sting W-502 to remain
Existing W-502 to remain
R-600-48
R 00-30
R 305-30
R-300-36
R-370-60
WARD DRIVE
48
R-600-48
R-370-60
24
Existing W 90 with der to remain
55
SPEED 45
R-208-60
58+42
48
102-48
Existing butterfly sign structure to be re sed See Sheet S 84
60
Existing R-100 B
R-300 to remain
65
66+50
70
27
26
R-453-48
119+30
145+50
68+00
SPEED 70
R-200 60
88+00
98+00
10
To Albany
5
99
KAPPHAHN ROAD

SCALE 0 100 200 400 800 FEET

Note:
For signing details see T.E.D. S72

Post Stubs

Station	Sign No & Post Location [1]	Size and Type	Length [2]	Spacing	Finished Height Above Pave Edge	Dist from Edge of Shoulder to Stub
1746+50 R	1-Left	8"x8" BP 36 *	24'-0"	8'-8"	1'-0"	4'-11"
	Right	8"x8" BP 36 *	25-6"	8 8"	-0"	13'-7"
694+00 R	2 Left	8"x8" BP 36 *	9	8 4	-0"	4 0"
	Right	8"x8" BP 36 *	22	8-4"	-0"	13-2"
822+00	3-Left	8"x8" BP 36 *	17-0	8-0"	-0"	4-9"
	3 Right	8"x8" BP 36 *	9	8-0	-0"	12-9"
799+00 R	4 Left	8"x8" BP 36 *	23	7-	-0"	4'-7"
	4-Right	8"x8" BP 36 *	23 6		-0"	2-5"
852+00 R	5-Left	8"x8" BP 36 *	9	5' 8"	-0"	3'-11"
	5-Right	8"x8" BP 36 *	22	5 8"	-0	9-7"
66+50	6-Left	8"x8" BP 36 *	24	9-4"	-0"	5'
	6 Right	8"x8" BP 36 *	30	9-4"	1'-0"	4-5"
9+30	7-Left	8"x8" BP 36 *	25 6	8-5"	1'-0"	4-
	7 Center	8"x8" BP 36 *	24	8-5"	1-0"	3'-3"
	7-Right	8"x8" BP 36 *	23	8 5"	1-0"	21-8"
45+50	8-Left	BP 42 *	25 6"	8'-5"	1-0"	4-10"
	8-Center	BP 42 *	30	8'-5"	1-0"	13-3"
	8-Right	BP 42 *	37 6	8 5"	1-0"	21-8"
88+00 R	10-Left	8"x8" BP 36 *	5-6"	2	1-0"	4-5"
	10 Right	8"x8" BP 36 *		2"	1-0"	1 -7"

[1] Location of stub or post as facing the sign face

[2] Length includes 2-0" allowance for fresh heading, etc.

Posts

Station	Sign No	No Posts Reqd	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
746+50 R		2	8"x6½" WF 24 *	19-6"	8'-8"		
694+00 R	2	2	8"x4" B 0 *	1 -6"	8-4"		
822+00	3	2	8"x4" B 0 *	12-0"	8-0"		
1799+00 R	4	2	8"x6 2" WF 24 *	19-6"	7-10"		
852+00 R	5	2	8"x4" B 0 *	15-6"	5-8"		
66+50	6	2	8"x4" B 15 *	15-0"	9-4		
9+30	7	3	8"x6½" WF 24 *	18-6"	8-5"		
45+50	8	3	0"x5 3/4" WF 2 *	18-6"	8-5"		
	9						Omitted
88+00 R	0	2	8"x4" B 10	2-0"	7'-2"		
		2	4"x4" Wood S4S	16-0"	2'-10"	4-0"	
"C" 16+50	12 & 13						Mount on Butterfly Sign Structure
"E" 23+00	14 & 15						Mount on Butterfly Sign Structure
	6	2	4"x6" Wood S4S	18'-0"	3-0"	4-0"	Directional Marker Assembly on Left post
"B" 4+70	17, 18, 19						Mount on Sign Bridge
	20	2	6"x6" Wood S4S	20-0"	6'-8"	6'-0"	
186+00	-60	2	6"x8" Wood S4S	22-0"	3'-8"	8-0"	
58+42	-60						See Detail Sheet S-84

APPROVED

T. B. Crandall
TRAFFIC ENGINEER

ASST STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

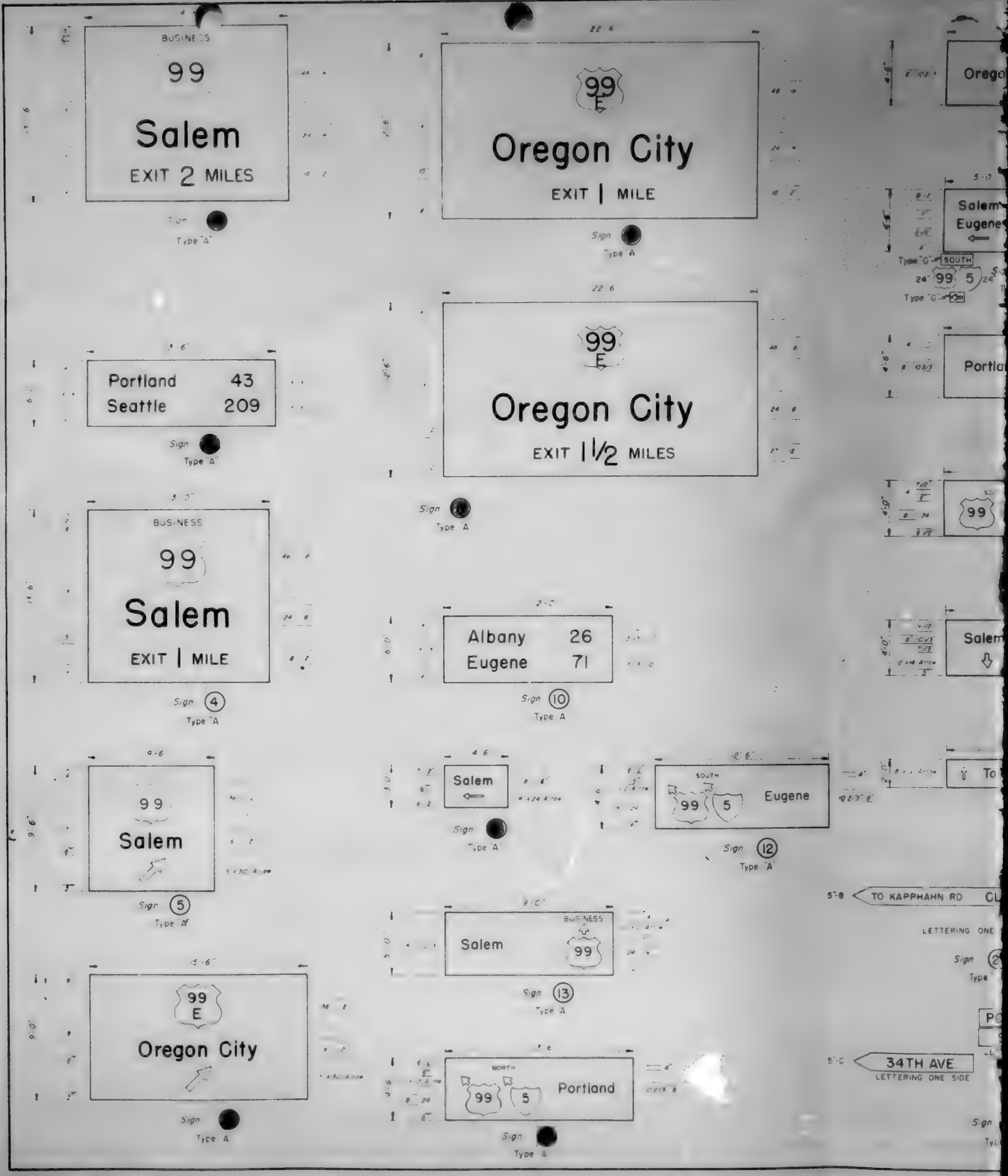
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
HAYESVILLE-BATTLE CREEK SECTION
PACIFIC HIGHWAY (US 99) & (I 5)
MARION COUNTY

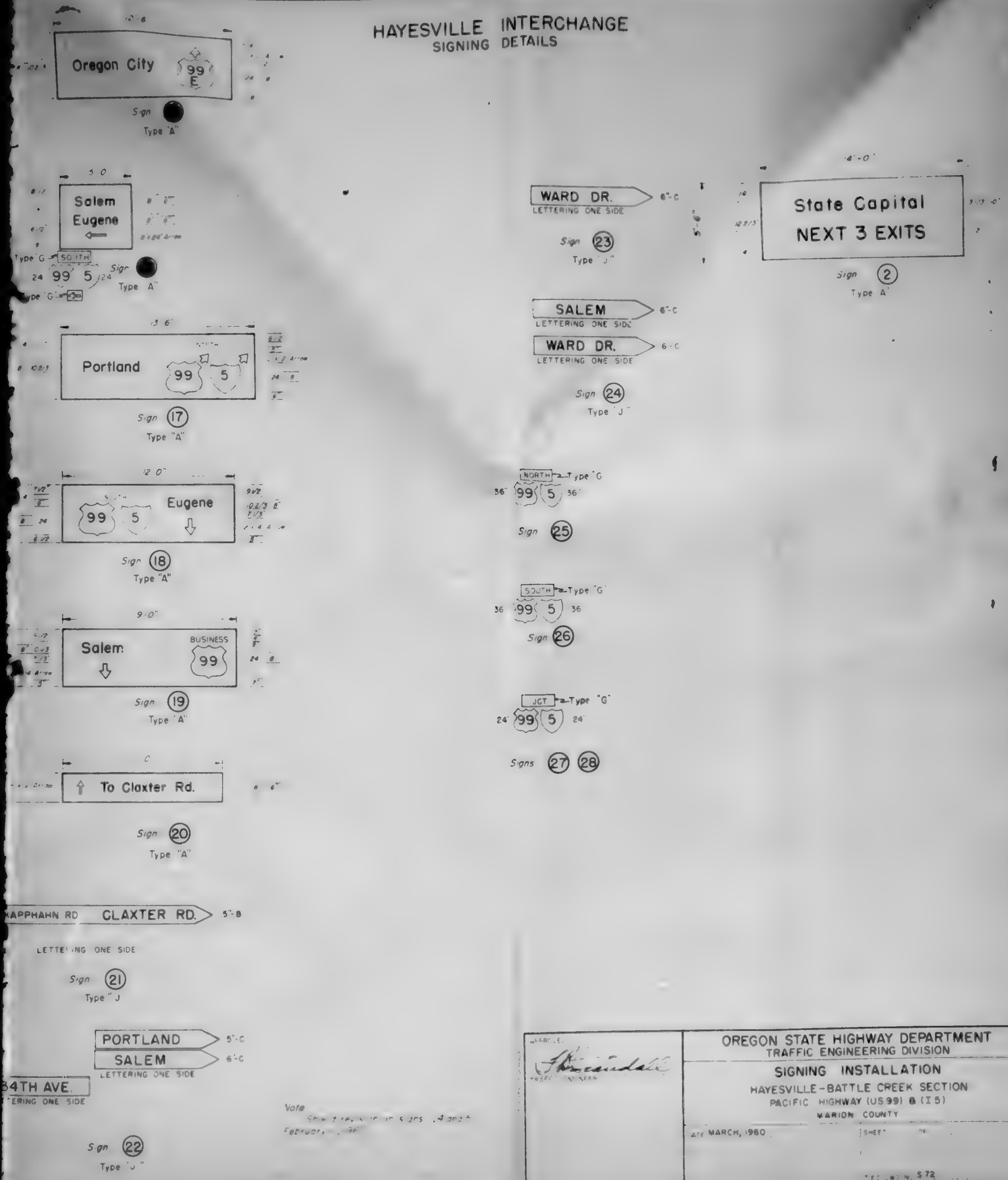
DATE MARCH, 1960
ACCOMPANIED BY DWGS

SHEET OF

T.E.D. DWG NO. S71


BUSINESS
99
Salem
EXIT 2 MILES
Sign
Type "A"
Portland 43
Seattle 209
Sign
Type "A"
3'-0"
BUSINESS
99
Salem
EXIT 1 MILE
Sign ④
Type "A"
99
Salem
Sign ⑤
Type "A"
15'-6"
99 E
Oregon City
Sign
Type A
22'-6
99 E
Oregon City
EXIT 1 MILE
Sign
Type A
22'-6
99 E
Oregon City
EXIT 1 1/2 MILES
Sign
Type A
Albany 26
Eugene 71
Sign ⑩
Type A
4'-6
Salem
Sign
Type "A"
SOUTH
99
5
Eugene
Sign ⑫
Type "A"
9'-0"
Salem
BUSINESS
99
Sign ⑬
Type A
NORTH
99
5
Portland
Sign
Type A
Orego
5'-0
Salem
Eugene
Type "G"
SOUTH
99
5
Type "G"
Portla
99
Salem
To
TO KAPPHAHN RD
LETTERING ONE
Sign
Type
34TH AVE
LETTERING ONE SIDE
Sign

HAYESVILLE INTERCHANGE
SIGNING DETAILS



Oregon City
99 E
Sign ①
Type "A"
Salem
Eugene
Type "G"
SOUTH
99
5
Sign ①
Type "A"
Type "G"
Portland
99
5
Sign ⑰
Type "A"
12' 0"
99
5
Eugene
Sign ⑱
Type "A"
9' 0"
Salem
BUSINESS
99
Sign ⑲
Type "A"
To Claxter Rd.
Sign ⑳
Type "A"
KAPPHAHN RD
CLAXTER RD.
5"-B
LETTERING ONE SIDE
Sign ㉑
Type "J"
PORTLAND
5"-C
SALEM
6"-C
LETTERING ONE SIDE
84TH AVE.
LETTERING ONE SIDE
Sign ㉒
Type "J"
WARD DR.
6"-C
LETTERING ONE SIDE
Sign ㉓
Type "J"
SALEM
6"-C
LETTERING ONE SIDE
WARD DR.
6"-C
LETTERING ONE SIDE
Sign ㉔
Type "J"
14'-0"
State Capital
NEXT 3 EXITS
Sign ②
Type "A"
NORTH
Type "G"
36"
99
5
36"
Sign ㉕
SOUTH
Type "G"
36
99
5
36
Sign ㉖
JCT
Type "G"
24"
99
5
24"
Signs ㉗ ㉘

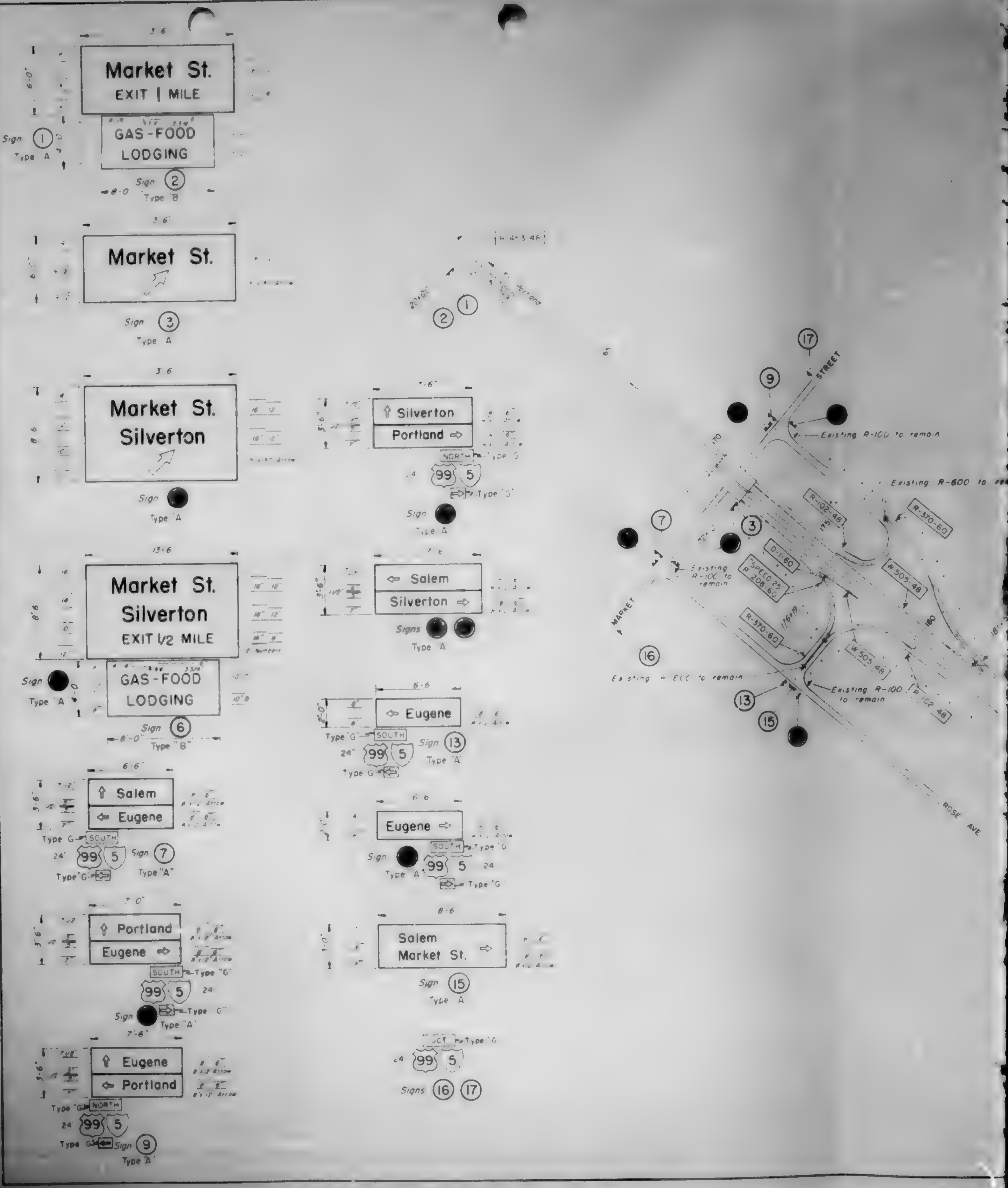
Note
[illegible] signs [illegible] 4 and 5
February [illegible]

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
HAYESVILLE-BATTLE CREEK SECTION
PACIFIC HIGHWAY (US 99) & (I 5)
MARION COUNTY

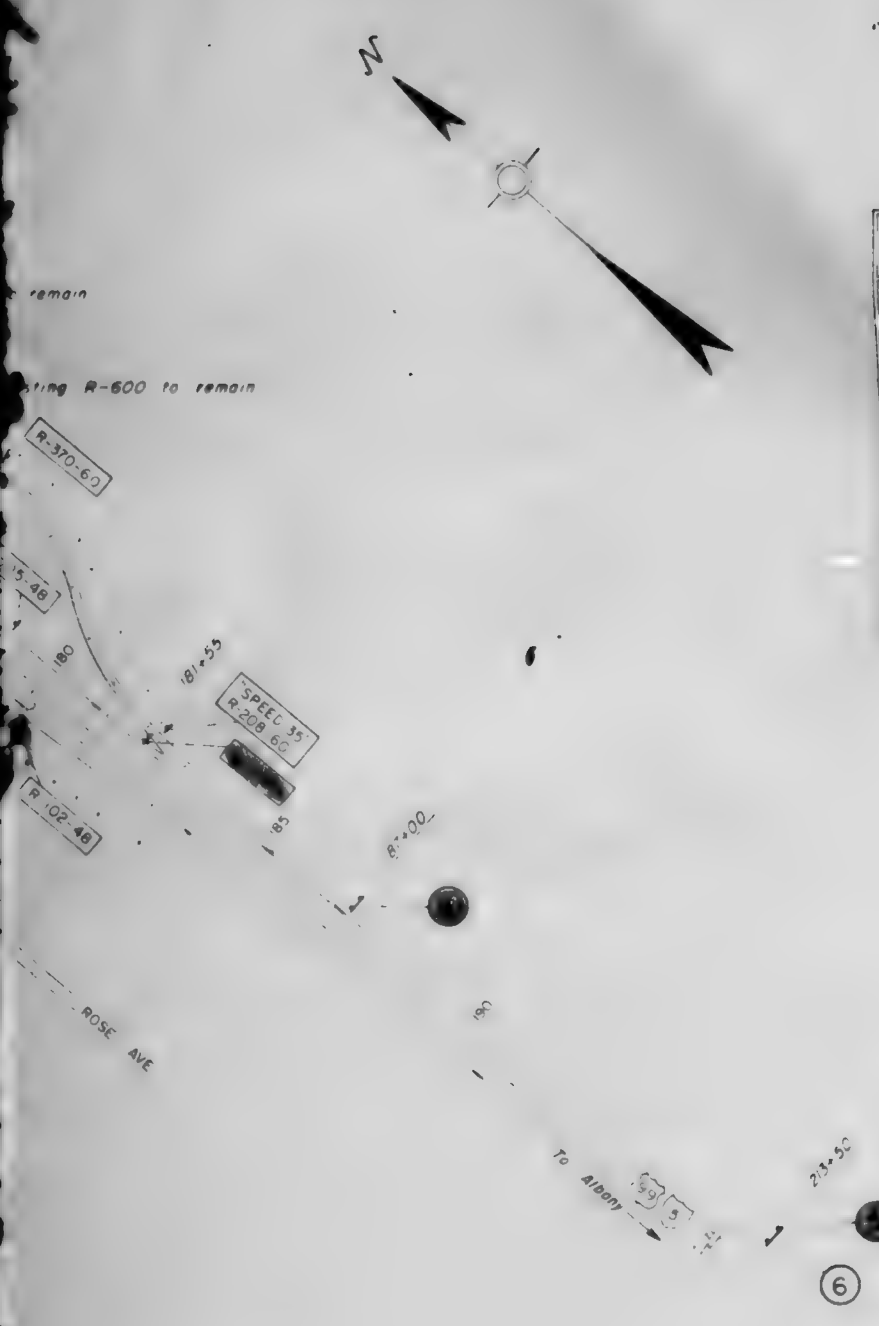
DATE MARCH, 1960
SHEET OF

S 72


Market St.
EXIT 1 MILE
GAS-FOOD
LODGING
Sign ① Type A
Sign ② Type B
Market St.
Sign ③ Type A
Market St.
Silverton
Sign Type A
Market St.
Silverton
EXIT 1/2 MILE
GAS-FOOD
LODGING
Sign Type "A"
Sign ⑥ Type "B"
Salem
Eugene
SOUTH
99 5
Type G
Sign ⑦ Type "A"
Portland
Eugene
SOUTH
99 5
Type "G"
Sign Type "A"
Eugene
Portland
NORTH
99 5
Type G
Sign ⑨ Type "A"
Silverton
Portland
NORTH
99 5
Type G
Sign Type A
Salem
Silverton
Signs Type A
Eugene
Type "G"
SOUTH
99 5
Sign ⑬ Type "A"
Eugene
SOUTH
99 5
Type G
Sign Type A
Salem
Market St.
Sign ⑮ Type A
JCT
99 5
Type G
Signs ⑯ ⑰
STREET
MARKET
ROSE AVE
Existing R-100 to remain
Existing R-600 to re
Existing R-100 to remain
Existing R-100 to remain
Existing ~ ECC to remain
R-102-48
R-370-60
O-1-60
"SPEED 25" R 208-60
W-505-48
R-370-60
W-505-48
R-102-48
① ② ③ ⑦ ⑨ ⑬ ⑮ ⑯ ⑰

SCALE 0 50 100 200 400 800 FEET

MARKET STREET INTERCHANGE



Post Stubs

Station	Sign No. & Post Location ⌐	Size and Type	Length ②	Spacing	Finished Height Above Pave Edge	Dist. from Edge of Shoulder to Stub
120+00 R	1-Left	8"x8" BP 36#	20'-0"	7'-4"	1'-0"	5'-1"
	1-Right	8"x8" BP 36#	22'-0"	7'-4"	1'-0"	2'-5"
172+10 R	3-Left	8"x8" BP 36#	19'-0"	8'-0"	1'-0"	4'-9"
	3-Right	8"x8" BP 36#	23'-0"	8'-0"	1'-0"	12'-9"
187+00 L	4-Left	8"x8" BP 36#	20'-6"	8'-0"	1'-0"	4'-9"
	4-Right	8"x8" BP 36#	21'-0"	8'-0"	1'-0"	12'-9"
213+50 L	5-Left	8"x8" BP 36#	[illegible]	7'-4"	1'-0"	5'-1"
	5-Right	8"x8" BP 36#	[illegible]	7'-4"	1'-0"	12'-5"

⌐ Location of stub or post as facing the sign face
2 Length includes 2'-0" allowance for fresh heading, etc.

Posts

Station	Sign No.	No. Posts Req'd	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
120+00 R		2	8"x4" B 13#	12'-0"	7'-4"		
120+00 R	2						Mount below Sign No. 1
172+10 R	3	2	8"x4" B 10#	12'-0"	8'-0"		
187+00 L	4	2	8"x4" B [illegible]#	14'-6"	8'-0"		
213+50 L	5	2	8"x4" B 13#	14'-6"	7'-4"		
213+50 L	6						Mount below Sign No. 5
	7	2	4"x6" Wood S4S	16'-0"	4'-0"	4'-0"	Directional Marker Assembly on Left post
	8	2	4"x6" Wood S4S	16'-0"	4'-4"	4'-0"	Directional Marker Assembly on Right post
	9	2	6"x6" Wood S4S	18'-0"	4'-6"	6'-0"	Directional Marker Assembly on Left post
	10						Mount on existing post at Max possible Ht
	11	2	6"x6" Wood S4S	18'-0"	4'-6"	6'-0"	
	12	2	6"x6" Wood S4S	18'-0"	4'-6"	6'-0"	
	13	2	4"x4" Wood S4S	14'-0"	4'-0"	4'-0"	Directional Marker Assembly on Left post
	14	2	4"x4" Wood S4S	14'-0"	4'-0"	4'-0"	Directional Marker Assembly on Right post
	15	2	4"x6" Wood S4S	16'-0"	5'-0"	4'-0"	
176+9	[illegible]-60	2	6"x8" Wood S4S	22'-0"	3'-8"	8'-0"	
181+55	[illegible]-60	2	6"x8" Wood S4S	22'-0"	3'-8"	8'-0"	

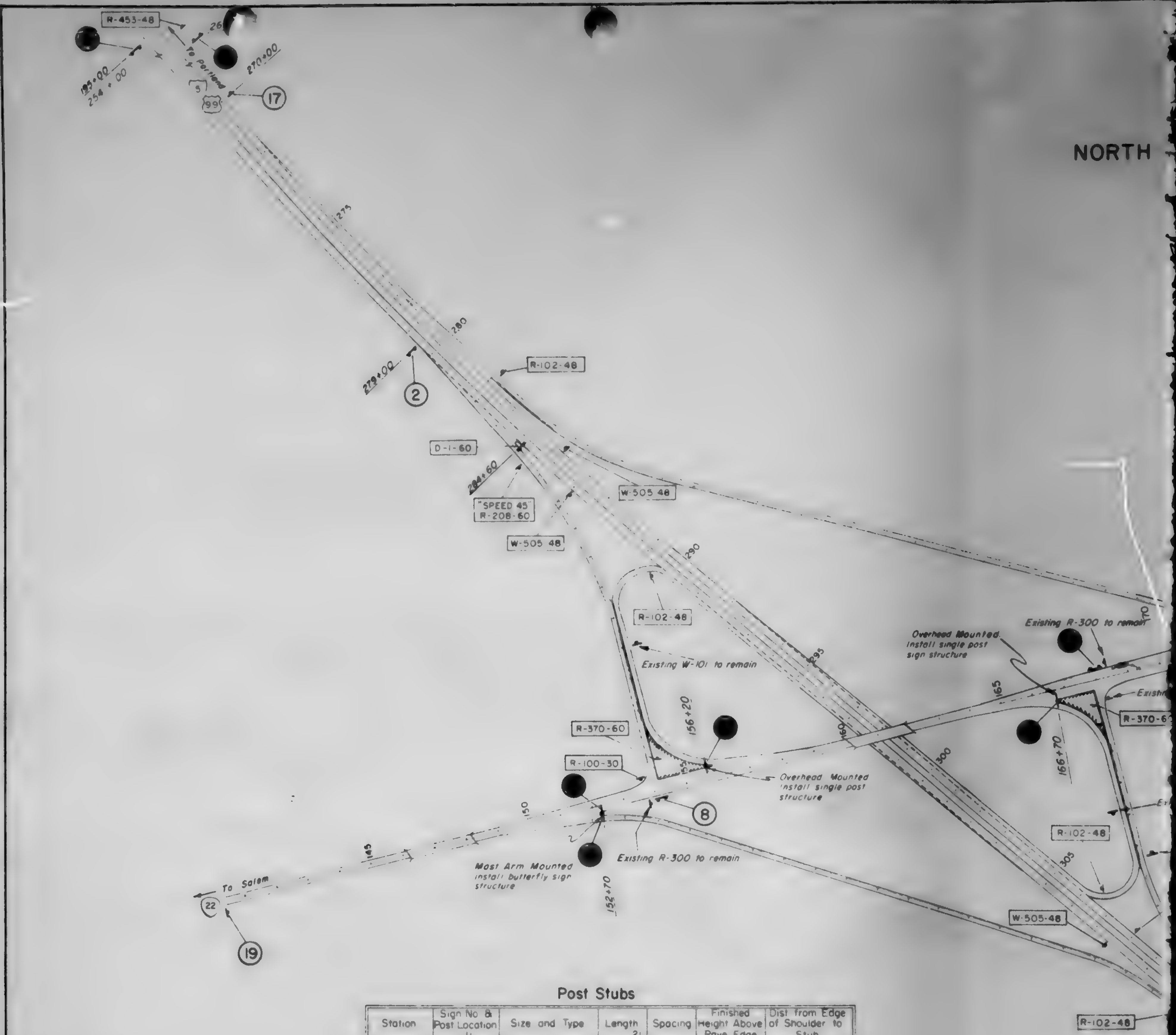
▬ ● *Defective Signs*

APPROVED
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
HAYESVILLE-BATTLE CREEK SECTION
PACIFIC HIGHWAY (US 99) & (I 5)
MARION COUNTY

DATE March 1960
SHEET ____ OF ____
T.E.D. DWG NO. S-73


R-453-48
195+00
254+00
To Portland
270+00
5
99
17
NORTH
275
280
279+00
2
R-102-48
D-1-60
284+60
"SPEED 45"
R-208-60
W-505 48
W-505 48
290
R-102-48
Existing W-101 to remain
295
Overhead Mounted
Install single post
sign structure
Existing R-300 to remain
165
R-370-60
R-370-60
156+20
166+70
160
300
R-100-30
Overhead Mounted
Install single post
structure
8
150
145
Mast Arm Mounted
Install butterfly sign
structure
Existing R-300 to remain
152+70
To Salem
22
19
R-102-48
305
W-505-48
R-102-48

Post Stubs

Station	Sign No & Post Location 1)	Size and Type	Length 2)	Spacing	Finished Height Above Pave Edge	Dist from Edge of Shoulder to Stub
195+00R	1-Left	8"x8" BP 36●	24'-6"	8'-3"	1'-0"	4'-9"
	1-Center	8"x8" BP 36●	27'-0"	8'-3"	1'-0"	3'-0"
	1-Right	8"x8" BP 36●	24'-6"	8'-3"	1'-0"	2'-3"
279+00R	2-Left	8"x8" BP 36●	23'-0"	9'-0"	0	5'-0"
	2-Right	8"x8" BP 36●	25'-6"	9'-0"	1'-0"	14'-0"
264+00L	3-Left	8"x8" BP 36●	18'-0"	8'-0"	-0"	4'-9"
	3-Right	8"x8" BP 36●	23'-0"	8'-0"	-0"	2'-9"
343+00R	4-Left	8"x8" BP 36●	7'-0"	7'-2"	-0"	4'-2"
	4-Right	8"x8" BP 36●	9'-0"	7'-2"	0"	1'-4"
420+50L	5-Left	8"x8" BP 36●	25'-6"	8'-3"	-0"	4'-9"
	5-Center	8"x8" BP 36●	30'-0"	8'-3"	1'-0"	3'-0"
	5-Right	8"x8" BP 36●	30'-0"	8'-3"	-0"	2'-3"
316+00L	16-Left	8"x8" BP 36●	20'-0"	9'-0"	-0"	5'-0"
	16-Right	8"x8" BP 36●	19'-6"	9'-0"	0"	4'-0"

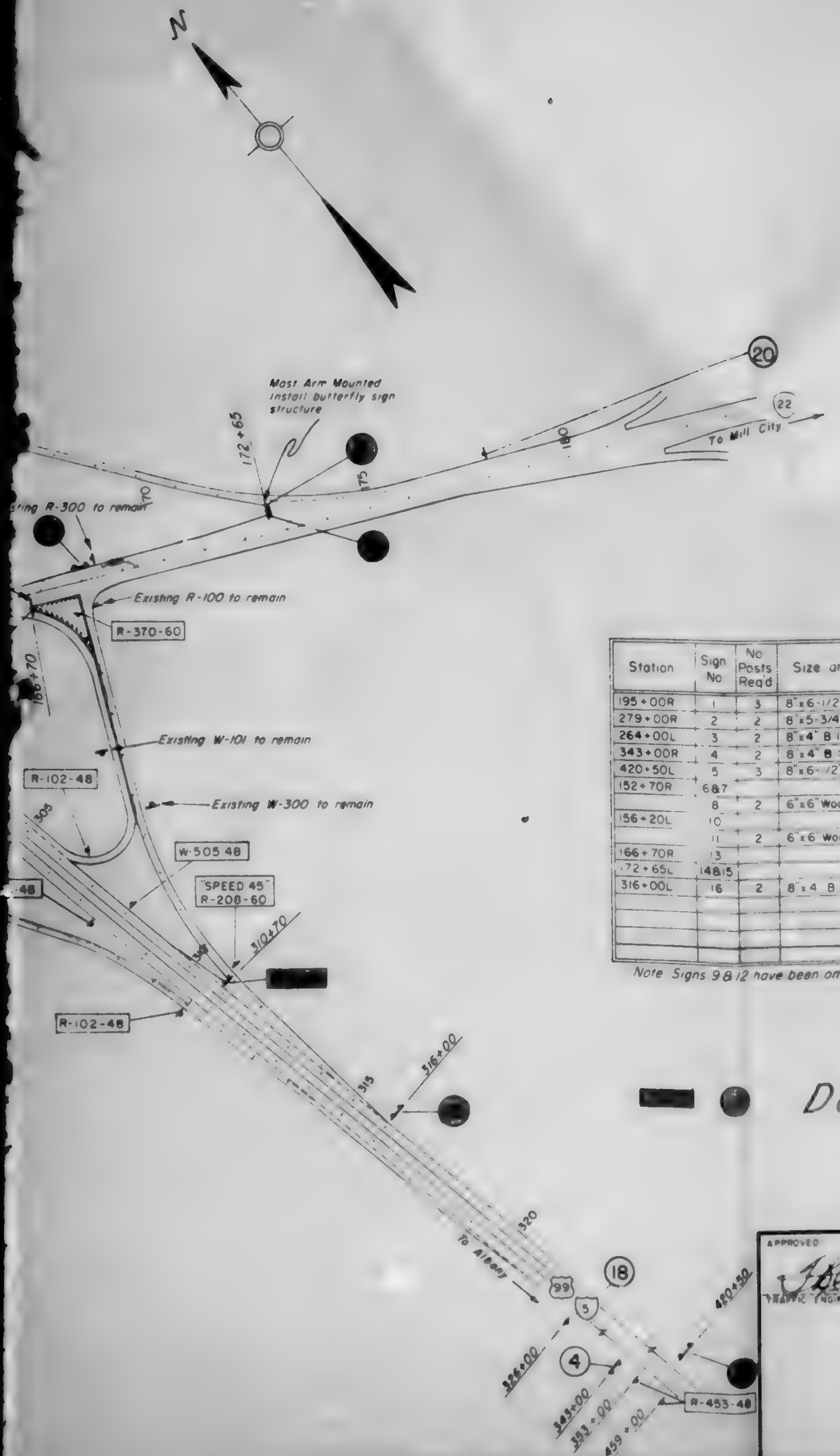
1) Location of stub or post as facing the sign face

2) Length includes 2'-0" allowance for fresh heading, etc

NORTH SANTIAM INTERCHANGE

SCALE 0 50 100 200 400 800 FEET

Note:
For signing details see T.E.D. S75


N
20
Mast Arm Mounted
Install butterfly sign structure
172+65
22
To Mill City
180
175
170
Existing R-300 to remain
Existing R-100 to remain
R-370-60
166+70
Existing W-101 to remain
R-102-48
Existing W-300 to remain
305
W-505 48
-48
"SPEED 45"
R-208-60
310+70
R-102-48
315
316+00
320
To Albany
99
5
18
4
326+00
349+00
353+00
459+00
420+50
R-453-48

Posts

Station	Sign No	No Posts Req'd	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
195+00R	1	3	8"x6-1/2" WF 24*	18'-6"	8'-3"		
279+00R	2	2	8"x5-3/4" WF 17*	15'-0"	9'-0"		
264+00L	3	2	8"x4" B 10*	12'-0"	8'-0"		
343+00R	4	2	8"x4" B 10*	12'-0"	7'-2"		
420+50L	5	3	8"x6-1/2" WF 24*	18'-6"	8'-3"		
152+70R	6&7						Mount on Butterfly Sign Structure
	8	2	6"x6" Wood S4S	18'-0"	5'-2"	6'-0"	Directional Marker Assembly on Left Post
156+20L	10						Mount on Single Post Sign Structure
	11	2	6"x6" Wood S4S	18'-0"	5'-2"	6'-0"	Directional Marker Assembly on Left Post
166+70R	13						Mount on Single Post Sign Structure
172+65L	14&15						Mount on Butterfly Sign Structure
316+00L	16	2	8"x4" B 15*	15'-0"	9'-0"		

Note Signs 9 & 12 have been omitted

▬ ● *Defective Signs*

APPROVED
J. B. Crandall
TRAFFIC ENGINEER

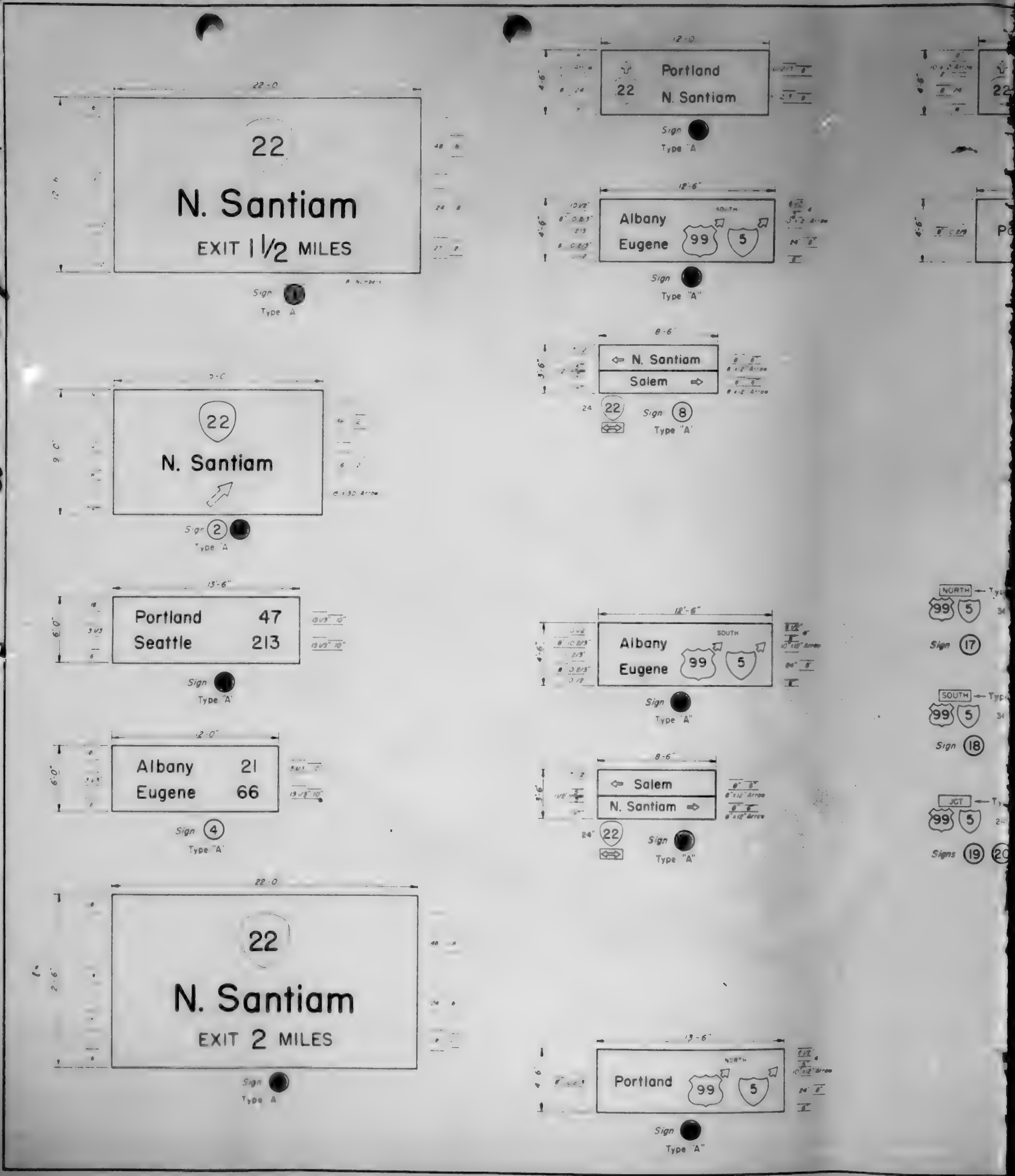
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
HAYESVILLE-BATTLE CREEK SECTION
PACIFIC HIGHWAY (US 99) & (I 5)
MARION COUNTY

DATE MARCH, 1960

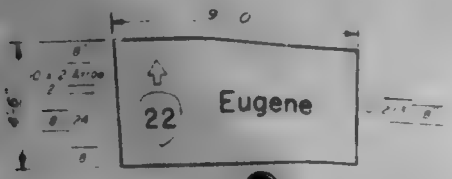
SHEET ______ OF ______

T.E.D. DWG NO S74

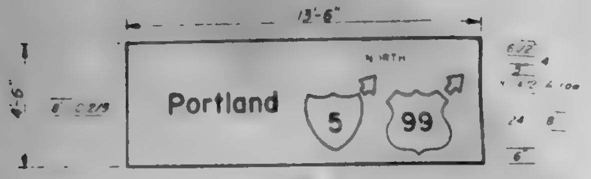
22-0
22
N. Santiam
EXIT 1 1/2 MILES
Sign
Type A
9-0
22
N. Santiam
Sign 2
Type A
13'-6"
6'-0"
Portland 47
Seattle 213
Sign
Type "A"
12'-0"
6'-0"
Albany 21
Eugene 66
Sign 4
Type "A"
22-0
22
N. Santiam
EXIT 2 MILES
Sign
Type A
12-0
4'-6"
22
Portland
N. Santiam
Sign
Type "A"
12'-6"
4'-6"
Albany
Eugene
SOUTH
99
5
Sign
Type "A"
8-6"
3'-6"
N. Santiam
Salem
24
22
Sign 8
Type "A"
12'-6"
4'-6"
Albany
Eugene
SOUTH
99
5
Sign
Type "A"
8-6"
3'-6"
Salem
N. Santiam
24"
22
Sign
Type "A"
13'-6"
4'-6"
Portland
NORTH
99
5
Sign
Type "A"
NORTH
99
5
Sign 17
SOUTH
99
5
Sign 18
JCT
99
5
Signs 19 20

NORTH SANTIAM INTERCHANGE

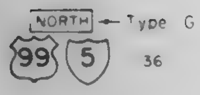
SIGNING DETAILS


9' 0"
8"
10 x 2 Arrow
2"
8
24
8"
4'-6"
22
Eugene
8

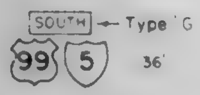
Sign ●
Type "A"


13'-6"
4'-6"
8" C 2/3
Portland
NORTH
5
99
6 1/2"
4
24
8"
6"

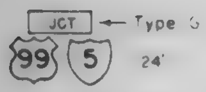
Sign ●
Type "A"


NORTH
Type G
99
5
36

Sign ⑰


SOUTH
Type G
99
5
36'

Sign ⑱


JCT
Type G
99
5
24'

Signs ⑲ ⑳

APPROVED
JHCrandall
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

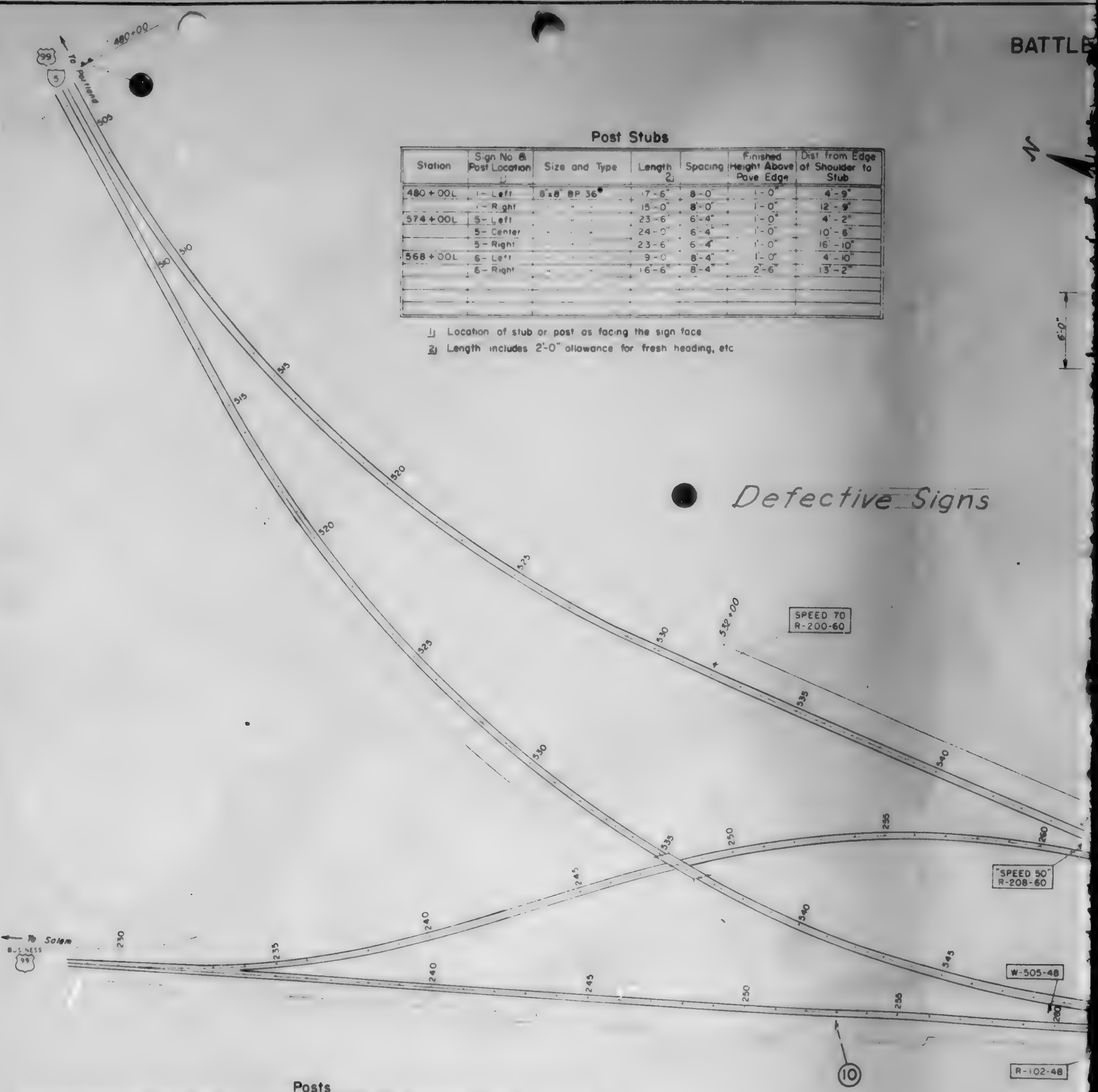
SIGNING INSTALLATION
HAYESVILLE-BATTLE CREEK SECTION
PACIFIC HIGHWAY (US 99) & (I 5)
MARION COUNTY

DATE MARCH, 1960

SHEET ____ OF ____

T.E.D. DWG. NO. S.75

BATTLE


480+00
99
5
To Portland
505
510
515
520
525
530
535
540
545
230
235
240
245
250
255
260
● Defective Signs
530+00
SPEED 70
R-200-60
"SPEED 50"
R-208-60
W-505-48
R-102-48
To Salem
BUSINESS
99
10
6'0"
5'-6"

Post Stubs

Station	Sign No & Post Location 1)	Size and Type	Length 2)	Spacing	Finished Height Above Pave Edge	Dist from Edge of Shoulder to Stub
480+00L	1 - Left	8"x8" BP 36#	17'-6"	8'-0"	1'-0"	4'-9"
	1 - Right	" "	15'-0"	8'-0"	1'-0"	12'-9"
574+00L	5 - Left	" "	23'-6"	6'-4"	1'-0"	4'-2"
	5 - Center	" "	24'-0"	6'-4"	1'-0"	10'-6"
	5 - Right	" "	23'-6"	6'-4"	1'-0"	16'-10"
568+00L	6 - Left	" "	9'-0	8'-4"	1'-0"	4'-10"
	6 - Right	" "	16'-6"	8'-4"	2'-6"	13'-2"

1) Location of stub or post as facing the sign face

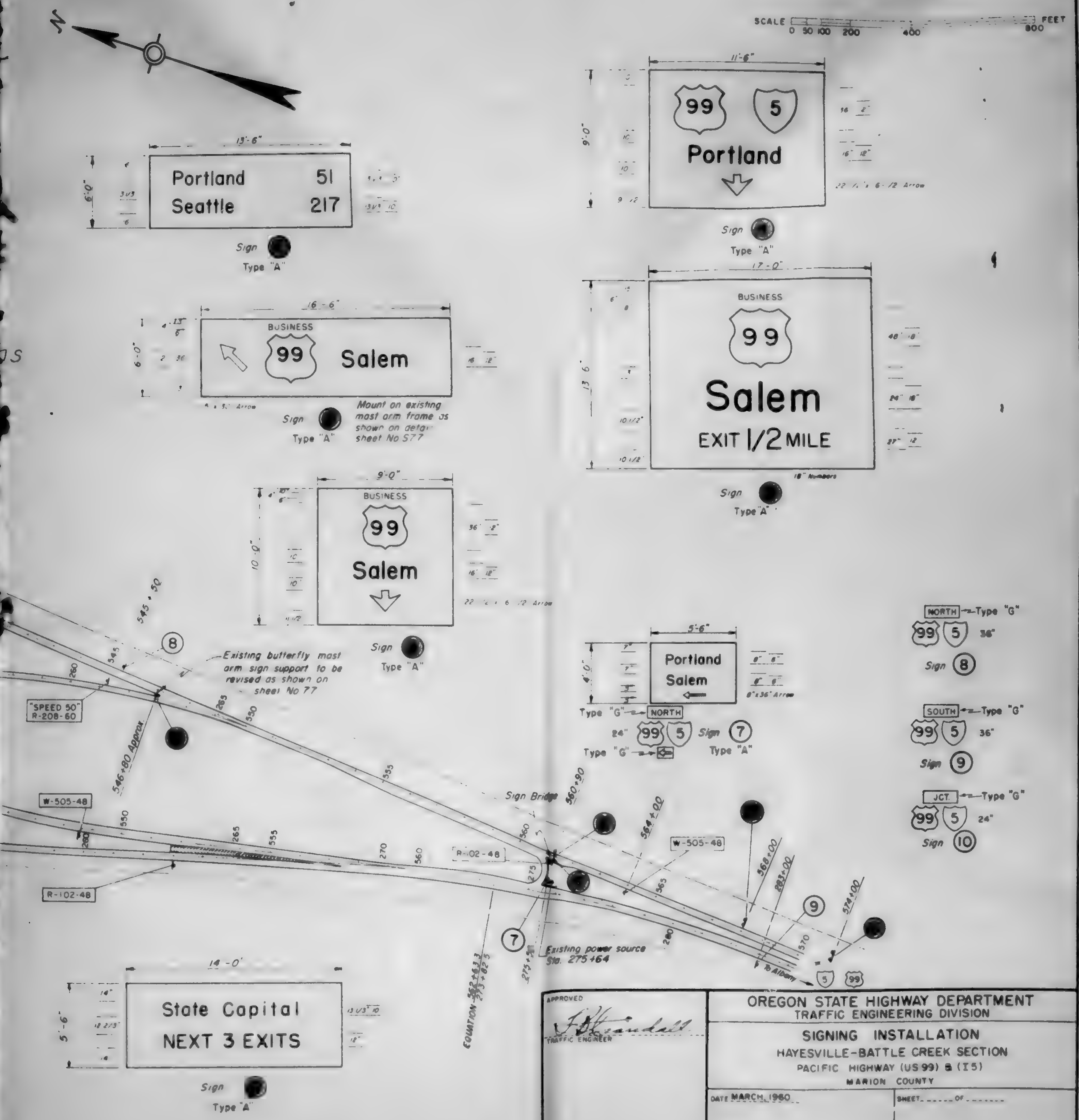
2) Length includes 2'-0" allowance for fresh heading, etc

Posts

Station	Sign No	No Posts Req'd 1)	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
480+00L	1	2	8"x4" B 10#	12'-0"	8'-0"		
546+80R	2						Mount on Revised Butterfly Sign Structure
560+90	3&4						Mount on Sign Bridge
574+00L	5	3	8"x5 1/4" WF 20#	15'-6"	10'-2"		
568+00L	6	L	8"x4" B 10#	11'-6"	5'-4"		
		R	8"x4" B 10#	6'-6"	8'-4"		
	7	2	6x6 Wood S4S	18'-0"	3'-4"	6'-0"	Directional Marker Assembly on Left Post

1) Location of stub or post as facing the sign face

BATTLE CREEK INTERCHANGE


N
SCALE 0 50 100 200 400 800 FEET
13'-6"
6'-0"
Portland 51
Seattle 217
Sign Type "A"
11'-6"
9'-0"
99 5
Portland
22 x 6-12 Arrow
Sign Type "A"
16'-6"
6'-0"
BUSINESS
99
Salem
Sign Type "A"
Mount on existing mast arm frame as shown on detail sheet No S77
17'-0"
13'-6"
BUSINESS
99
Salem
EXIT 1/2 MILE
18" Numbers
Sign Type "A"
9'-0"
10'-0"
BUSINESS
99
Salem
22 x 6-12 Arrow
Sign Type "A"
5'-6"
4'-0"
Portland
Salem
8"x36" Arrow
Type "G" NORTH
24" 99 5
Type "G"
Sign 7 Type "A"
NORTH Type "G"
99 5 36"
Sign 8
SOUTH Type "G"
99 5 36"
Sign 9
JCT. Type "G"
99 5 24"
Sign 10
545+50
8
Existing butterfly mast arm sign support to be revised as shown on sheet No 77
"SPEED 50" R-208-60
546+80 Approx.
W-505-48
R-102-48
260
345
265
550
555
270
560
R-02-48
275
Sign Bridge 560+90
564+00
W-505-48
565
568+00
883+00
9
574+00
570
280
7
Existing power source Sta. 275+64
275+64
EQUATION 562+43.3 = 273+82.5
To Albany
5 99
14'-0"
5'-6"
State Capital
NEXT 3 EXITS
Sign Type "A"

APPROVED
F.B. Crandall
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
HAYESVILLE-BATTLE CREEK SECTION
PACIFIC HIGHWAY (US 99) & (I 5)
MARION COUNTY

DATE MARCH 1960
SHEET ____ OF ____
T.E.D. DWG. NO. S 78

RECEIVED
APR 7 1961
FOR FILING
I-5-5(8)250
5617

April 4, 1961

Mr. W.C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project I-5-5(8)250
Hayesville-Battle Creek Section (Signing & Illumination)
Voucher Number 6 - Final

The subject voucher has been approved for payment in the net amount of $10,112.00 Deduction has been made in accordance with the attached Schedules of Exception.

Total amount of deduction	$737.67
Federal-aid Pro-rata	92.34%
Net Deduction (in even dollars)	681.00

In the event that you disagree with the deductions made, it will be necessary to present reclaims of the disallowed items of costs on a separate PR-20 or PR-21 voucher identified as a reclaim voucher. Reclaim vouchers are to be submitted within nine months of the date the original voucher is processed for payment, and should be accompanied by a formal statement in rebuttal to the disallowances.

Attach.

T

RECEIVED
MAR 1 1961
FOR FILING

I-5-5-(8) 250

5617

February 28, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received notification, dated February 24, 1961, from the Secretary of State informing us that the claim of Hrubetz & Bushnell, Salem, in the amount of $3,414.85 against Snook Brothers has now been filed in his office.

Our records indicate this to be in connection with State Highway Contract No. 5617 with Snook Brothers for sign installation on the Salem By-pass (Hayesville-Battle Creek) Section of the Pacific Highway in Marion County. The Secretary of State has assigned his File No. 3788 to this claim.

A description of the claim was outlined in our letter to you of February 23.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 23, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated February 21, in the amount of $3,414.85, received from Hrubetz & Bushnell, Salem, against Snook Brothers.

Our records indicate this to be in connection with State Highway Contract No. 5617 with Snook Brothers for sign installation on the Salem By-pass (Hayesville-Battle Creek) Section of the Pacific Highway in Marion County

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

File #3788

RECEIVED
FEB 24 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 27 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
FEB 24 1961
FOR FILING

I-5-5(8)250

5617

February 23, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A claim letter, dated February 21, has been received from Hrubetz & Bushnell, Salem, advising that Snook Brothers owe them $3,414.85. This appears to be in connection with State Highway Contract No. 5617 with Snook Brothers for sign installation on the Salem By-pass (Hayesville-Battle Creek) Section of the Pacific Highway in Marion County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CC:
Bates & Bates Insurance Agency
320 South 3rd
Corvallis, Oregon

NOTED ON CARD
dc

Snook Brothers
Box 687
Corvallis, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
FEB 24 1961

FOR FILING

I-5-5(8)250

5617

February 23, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated February 21, in the amount of $3,414.85, received from Hrubetz & Bushnell, Salem, against Snook Brothers.

Our records indicate this to be in connection with State Highway Contract No. 5617 with Snook Brothers for sign installation on the Salem By-pass (Hayesville-Battle Creek) Section of the Pacific Highway in Marion County

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

RECEIVED
FEB 24 1961
FOR FILING

I-5-5(8)250

5617

February 23, 1961

Hrubetz & Bushnell
2880 - 25th St. S. E.
Salem, Oregon

Gentlemen:

This is to acknowledge your claim letter of February 21 stating that Snook Brothers owe you $3,414.85 on Contract #5617. From the description in your letter this appears to be in connection with State Highway Contract No. 5617 with Snook Brothers for sign installation on the Salem By-pass (Hayesville-Battle Creek) Section of the Pacific Highway in Marion County.

So that there will be no misinterpretation of the law, we are forwarding this claim letter to the Secretary of State for filing. In the meantime, the information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

HRUBETZ & BUSHNELL STEEL FABRICATION MACHINE WORK ENGINEERING SERVICE
TELEPHONE EM 4-6847 • 2880 25TH STREET S.E. • SALEM, OREGON

February 21, 1961

Oregon State Highway Com.

Salem, Oregon

Attention: Floyd Query

Dear Sir:

Our company contracted building the sign bridges for Snook Brothers, Corvallis, Oregon, on the Oregon State Highway job, Cont. #5617 for the Hayesville-Battlecreek job.

We understand that Snook Brothers have received their money for the above job from the Highway Com. We invoiced them July 29, on our invoice No. 2567, in the amount of $13,414.85. On September 20 they paid us $10,000.00, leaving a balance of $3,414.85. We have sent numerous statements and letters and they have not answered at all.

We will appreciate it if you will make this a matter of record and inform their bonding company. Thanking you for your attention to this matter, we are,

Very truly yours,

E.O. Bushnell
HRUBETZ & BUSH

EOB:ep

RECEIVED
FEB 22 1961
OREGON
STATE HIGHWAY COMMISSION

Contract 5617 1-27-61

RECEIVED
JAN 30 1961
2-6
FOR FILING

Monthly transaction number	Form R-2A (5-..-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Marion**
Project report number I-5-5¹⁰(8)250		Project number **I-5-5(8)250**

5617

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 19**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project $ **127,130**

Revised Federal funds $ **116,650**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **27** day of **January**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

USComm-DC 11170

January 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Hayesville-Battle Creek Section, Project No. I-5-5(8)250.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

RECEIVED
DEC 12 1960
FOR FILING

I-5-5(8)250
5617

December 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Please be advised work was completed October 31, 1960, on Contract 5617, Hayesville-Battle Creek Section, Signing, Project No. I-5-5 (8)250.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:jb

RECEIVED
DEC 1 - 1960
FOR FILING
[illegible]
5617

December 1, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5617 for sign installation on the Hayesville-Battle Creek Unit of the Salem By-pass Section of Pacific Highway in Marion County was completed by the contractor, Snook Brothers, on October 31, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $8,298.40 will be released to the contractor after acceptance by the Commission. The total contract amount is $81,837.30, of which amount $188.50 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Snook Brothers
Box 687
Corvallis
Oregon

RECEIVED
NOV - 3 1960
FOR FILING
1-5-5(8) 25
5617

November 3, 1960

Enock Brothers
Box 687
Corvallis
Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 3, 1960, had under discussion your request for an extension of time for 8 additional workdays from 80 days to 88 days within which to complete your contract #5617 without the assessment of liquidated damages, for sign installation on the Hayesville-Battle Creek Unit of the Salem By-pass Section of Pacific Highway in Marion County.

We are pleased to inform you that the Highway Commission granted you 8 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: J. D. Walker
L. L. Jensen
Ivan D. Merchant
R. L. Porter
C. H. Huison

RECEIVED
NOV -1 1960
FOR FILING

1-5-5(8) 250

5617

October 31, 1960

Request for extension of time
No. 2
November 3-4 meeting

Oregon State Highway Commission

Gentlemen:

[illegible] Brothers, contractor on the Salem Bypass sign installation contract, No. 5617, has requested an extension of time of eight days without assessment of liquidated damages in which to complete work on the contract.

The contractor's request is predicated on the fact that plan changes and extra work ordered during the progress of the work required additional time in completion of the over-all project.

The contractor's contention is correct. During the progress of the work, it was necessary to make certain alterations to one of the sign supporting structures as extra work, and near the end of the job two large signs marking the Salem Airport exits from the freeway were ordered as extra work.

The contractor's request for the eight-day extension of time without assessment of liquidated damages to complete the extra work ordered is reasonable, and it is my recommendation that it be granted. The contractor's request, completed Form [illegible], is attached. A letter from the Bureau of Public Roads concurring in the requested extension is also attached.

Very truly yours,

W. C. Williams
State Highway Engineer

Attachments

cc Mr. G. S. Paxson
Mr. Ivan Merchant

RECEIVED
OCT 1960
FOR FILING

Form CD-121
(9-22-59)

UNITED STAT VERNMENT
Memorandum

U. ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

1-5-5(8)250
5617

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE:

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By: D M Emrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project I-5-5(8)250, Sign Installation, Hayesville-Battle Creek Section

Reference is made to your letter of October 20, 1960 setting forth reasons for an eight day extension to the subject project, Contract No. 5617. We concur in your request for this extension based on reasons presented.

[illegible]
Porter

[illegible] 10/27/60.

NOTED
G. S. PAXSON

NOTED
FORREST COOPER

RECEIVED
OCT 24 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP 1960
FOR FILING

1-5-5(8)250
5617

September 28, 1960

Foress Company
Box 687
Corvallis, Oregon

Gentlemen:

You will find attached shop drawings which have been approved as noted for the proposed sign additions at the North Santiam Interchange on the Hayesville-Battle Creek Signing Project.

As stated above, these drawings have been approved as noted. You may proceed with the sign fabrication.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By J. Al Head
J. Al. Head
Assistant Traffic Engineer

LEG:jj
Attachment
bcc: G. S. Paxson
Ivan Merchant

RECEIVED
SEP 28 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP
FOR FILING

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

I-5-5(8)

DATE: September 12, 1960

RECEIVED
SEP 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FROM : C. G. Polk, Division Engineer
08-35.4 Salem, Oregon

SUBJECT: Oregon Project I-5-5(8)250, Hayesville-Battle Creek Sign Installation, Contract No. 5617

Reference is made to Mr. Merchant's letter of September 2, 1960 requesting our concurrence in granting a 60 day workday extension to the subject project.

Mr. Merchant gave two reasons to justify this proposed 60 day extension to a contract which was allotted only 80 days to perform the original contract work. Briefly the two reasons were that the contractor was required by Price Agreement No. 1 to install two additional Type "A" signs subsequent to expiration of the original contract time and that the contractor did not receive test results on reflector buttons submitted for testing on June 11 until July 25, 1960.

We feel that the contractor is entitled to a reasonable extension of time to cover installation of the two additional Type "A" signs required by P.A. No. 1. However, we believe that the workday count allotted for this additional work should not begin until the contractor has received sufficient additional material at the project site to work at 60% productiveness, providing that the contractor ordered the material without delay upon receipt of the executed price agreement and further that the material is moved to the project site immediately upon receipt of such materials by the contractor.

It is also felt that the contractor is not entitled to an extension of contract time due to the period of time required to test the reflector buttons for acceptability. If this inconvenienced the contractor to such an extent that an extension is now in order, then the workday count should not have been charged during this particular period. Assuming the contractor was working at 60% productiveness, or more, during this particular period and the contractor accepted the weekly statement showing the workday count being charged, then he would have no recourse at this time, unless he filed a written protest within ten days after the statement was mailed to him.

In view of the above, it is our opinion that liquidated damages should be assessed beginning with the expiration date of the original contract time, August 2, 1960, until such time that all contract work has been completed with exception of the additional work required by Price Agreement No. 1. Then a shutdown order could be issued, so no workday count will be made, until such time that the contractor is able to work at 60% efficiency on the work involved under Price Agreement No. 1.

Copy to Merchant
9/13/60

NOTED
G. S. PAXSON

RECEIVED [illegible]

FOR [illegible]

5617

Mr. W. C. ~~Williams, State Highway Engineer~~
Salem, Oregon

July 14, 1960

C. G. Polk, Division Engineer
Salem, Oregon

Degree of gloss on enameled aluminum sign boards to be installed on Oregon Projects I-5-5(8)250 and S-265(8)

Reference is made to Mr. Paxson's letter of July 5, 1960 concerning the high degree of gloss that has resulted from the enamel being used by Snook Brothers on aluminum sign boards. These signs are presently being fabricated for installation on the subject projects. Tests have shown a gloss reading of 90 which is somewhat higher then the specified limits of 68 - 73.

As mentioned in Mr. Paxson's letter, representatives of our respective offices made an on-the-job inspection of these signs and it was generally agreed that the signs would be acceptable, with the higher gloss reading, provided all other specifications are adhered to. In view of this, we are agreeable to accepting the signs with gloss readings above the specified limits.

We also feel that it would be desirable to revise future specifications to allow more latitude in the degree of gloss specification, since it is too difficult to meet present specifications and a higher gloss rating is not necessarily undesirable.

Original to Crandall
Copy to Bridge Division
7/15/60.

RECEIVED
JUL - 5 1960
FOR FILING
I-5-5(8)250
5617

July 5, 1960

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Hayesville-Battle Creek Section
Pacific Highway
Project I-5-5 (8) 250
Contract No. 5617
and

Lancaster Drive-Sublimity Gun
Club Section
North Santiam Highway
Projects S-265-8 and I-80N-8(9) 372
Contract No. 5596

Dear Mr. Polk:

The above two projects concern finishing and installation of signs, the contracts being held by Snook Brothers. With respect to these projects, and specifically the enameled aluminum sign boards, the specifications prescribe that the degree of gloss of the enamel shall fall within the range of 63-73 when tested on the Photometer. The contractor has the bulk of these signs fabricated preparatory to installation and upon test have shown a gloss reading of 90, which is somewhat higher than the limits prescribed in the specifications.

Visual inspection has been made of these signs by representatives of our respective offices, and on the basis thereof, it is believed that the signs should be accepted, notwithstanding some deviation from the specifications as written. From the standpoint of quality and durability, the higher gloss reading is a plus factor, conversely any gloss tests falling in the lower ranges and approaching a matte finish would be indicative of a less durable product. From the visual aspect, it is very difficult to distinguish with the eye the difference when comparing samples having a spread in gloss reading of as much as 20 points. I would state further that in the light of inspection of the subject signs, consideration is being given to revising specifications for future projects to allow for a somewhat higher gloss rating than is presently called for.

I trust that you concur in the action taken in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

FBC:njc ms

cc: Mr. B. B. Crandall
Mr. Ivan Merchant

FORM E-123-X

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
MAY 5 - 1960
FOR FILING
5-5-60
230

5617

May 6, 1960

Snook Brothers, Contractor
Box 687
Corvallis, Oregon

Gentlemen:

Re: Sign Installation
Contract No. 5617

Contract No. 5617 for Sign Installation on the Hayesville-Battle Creek Section of the Pacific Highway contains materials and items to be processed or fabricated for installation in the project. The special provisions and the Standard Specifications for Highway Bridge Construction (Issue of May 1, 1954) and other specifications as listed in the special provisions form the basis for work done under this contract.

In order that materials to be incorporated into the work may be inspected, the source of materials and processors must be furnished. The location of steel fabrication must be furnished so that shop inspection may be made during fabrication. Your attention is called to the specifications which refers to AWS specifications requiring prequalification of welders.

Insofar as the signs are concerned, the inspection required on this material will be an inspection after the signs have been fabricated. This may be done either in your shop or on the job site prior to erection.

This contract carries a completion time limit of 80 workdays. Inclusive of April 29, 25 workdays have been charged against this contract. The special provisions are very explicit on reasons for extensions of time and material incorporated into the contract which does not meet the specifications and which would require removal and replacement is not grounds for an extension of time.

NOTED

Verbal requests for sources of material, steel fabricators, etc., have been made to you by the Resident Engineer. To date, this information has not been received. You may consider this letter a request for any and all information required by the Engineer to properly sample and inspect material and inspect fabrication and workmanship under this contract.

Your attention is called to Paragraph 1.9.12, Page 21 of the Standard Specifications for Highway Bridge Construction, entitled "Suspension of Payments". No further payments will be made under this contract until the above-mentioned information is furnished the engineer.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. F. B. Crandall
Mr. G. R. Harra
Mr. L. L. Jensen
Mr. G. S. Paxson ✓

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[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

A

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JUL 20 1960
FOR FILING
I-5-5(8)250
5617

Salem, Oregon
May 4, 1960

Assignment No. 749-PMS

Mr. P. M. Stephenson
Assistant State Highway Engineer
Department

With reference to your assignment regarding removal of shrubs on the Illumination and Signing Contract, Salem By-Pass, we have examined the special provisions of the contract and have dug into the general provisions and find no place where shrubs are mentioned in the special provisions or any applicable directions in the general specifications.

We agree that it is deplorable that these shrubs were removed and improperly handled; however, we do not believe that we have dufficient basis to hold the contractor in this matter or to insist that he reimburse the value of the shrubs. I believe they will just have to be replaced by regular State forces. Removal of these shrubs was not due to carelessness on the contractor's part but was a requirement in the design of the project.

/s/ J. D. Walker
J. D. Walker
Division Engineer

JDW:AM

cc Mr. Ivan Merchant
Mr. Mark H. Astrup
Mr. L. L. Jensen

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I-5-5(8)250

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A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1960

SUBJECT: Shrub Damage -
Illumination and Signing contract,
Hayesville-Battle Creek Section
Pacific Highway

To: Mr. P. M. Stephenson

Information has been brought to my attention and verification has been made that the contractor on the subject project removed 15 Tamarix juniper and 12 Pernettya mucronata shrubs to accomplish his construction, that the shrubs were improperly dug without balling, and that no effort was made to protect their roots from drying out. I am also informed that the contractor is now off the job for an estimated three weeks and that Maintenance has heeled in a portion of these plants. In addition, the ground was disturbed and sub-soil materials unsuitable for planting were left in the top 18 inches of the plant bed.

It is recommended that appropriate action be taken with the contractor either to replace the damaged shrubs in kind or reimburse the state for the damage incurred. It is estimated that the juniper shrubs would cost $5 each planted, and the Pernettya $2 per shrub planted. In addition, the disturbed juniper bed should be excavated to a minimum 12-inch depth and replaced with a good friable topsoil prior to replanting.

Due to the contractor's negligence the above shrubs are considered a total loss.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

NOTED
P. M. STEPHENSON

RECEIVED
APR 21 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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I-C 5(8)250

5617

A

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 1, 1960

Snook Brothers
Box 687
Corvallis
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5617, awarded March 10, 1960, for sign installation on the Hayesville-Battle Creek Unit of the Salem By-pass on Pacific Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

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I-5-5(8)250

5617

TRAFFIC SAFETY SUPPLY COMPANY

2635 N. E. SANDY BLVD. · PORTLAND 12, OREGON

SS

March 10, 1960

Snook Bros.
Corvallis
Oregon

Gentlemen:

Traffic Safety Supply Co. proposes the following program on the supplying of signs for the Hayesville-Battle Creek job and the Lancaster-Sublimity Gun Club job for the Oregon State Highway Dept. as follows:

1. Snook Bros. to provide Traffic Safety Supply Co. with a purchase order for both jobs complete as detailed and priced below:

(A) HAYESVILLE-BATTLE CREEK JOB (Contract with Oregon State Highway Dept. held by Snook Bros.)

Item	Type	Sq. Ft.	Per Sq.Ft.	Total
13	A	4517.8	$ 7.23	$ 32,663.69
14	B	64.05	7.35	470.77
15	C&D	997.	3.45	3,439.65
16	EF&G	172.7	3.65	630.36
17	J	17.4	6.60	114.84
18	A (Special)	275.	6.65	1,828.75
				$ 38,148.06

(B) LANCASTER DRIVE-SUBLIMITY GUN CLUB SECTION (Prime contract with Oregon State Highway Dept. held by Warren Northwest, Inc.)

Item	Type	Sq. Ft.	Per Sq.Ft.	Total
45	A	1982.5	$ 7.61	$ 15,086.83
46	C&D	1241.5	3.45	4,283.18
47	E	119.6	3.65	436.54
48	J	57.4	6.60	378.84
				$ 20,185.39

NOTED
C. S. PAXSON

2. Should there be changes by the state (additions or deletions) these prices will be adjusted and priced in accordance with the square foot price noted above in 1(A) and 1(B).

3. Traffic Safety Supply Co. will furnish a Performance Bond to Snook Bros. and First National Bank of Corvallis for guaranteed completion of both jobs in accordance with State Highway Specifications and within the time limits allowed.

4. Terms and agreement between Snook Bros. and Traffic Safety Supply Co. for payment of work completed:

   a. Traffic Safety Supply Co. proposes that accounts receivables to be paid to Snook Bros. by the State (see A above) and Warren Northwest, Inc. (see B above) be assigned to the First National Bank in Corvallis which bank will disburse monies received from the State and Warren Northwest, Inc. where signs are involved so that there will be guaranteed payment to Traffic Safety Supply Co. and/or material suppliers, namely, Esna (AGA) and California Metal Enameling Co.

   b. Traffic Safety Supply Co. agrees to pay the interest on monies loaned by the First National Bank to Traffic Safety Supply Co. not to exceed more than 2% of the total amount of the estimated total for signs on these two jobs which at present is calculated at $58,183.36. If the above mentioned 2% is more than the bank charges for this service, Traffic Safety Supply Co. agrees to pay actual bank loan costs. As security for this loan Snook Bros. will assign their accounts receivable from the State and Warren Northwest, Inc. to the First National Bank and Traffic Safety Supply will furnish and pay for a performance bond guaranteeing delivery of signs covered in these two jobs. In consideration of this arrangement Traffic Safety Supply Co. requests that 50% of the total monies due on this order be paid with the purchase order, and the remaining balance be paid Traffic Safety Supply Co. by the First National Bank on presentation of signed Bills of Lading for segments of these jobs delivered and accepted by Snook Bros., when the invoices exceed the original 50% advance payment.

5. In the event that Snook Bros. chooses to purchase the "A" Type sign material for one or both of these jobs, let it be understood that Traffic Safety Supply Co. will furnish the

porcelainized aluminum extruded panels and attaching hardware at a price of $4.76 per sq. ft., fob Corvallis, Oregon. It is further understood by both parties that Snook Bros. will purchase from MMMA (AGA) the required reflectorized letters and borders and Snook Bros. will install these MMMA parts on the extrusions, that Snook Bros. will undertake under these circumstances to assume all responsibility for the acceptance of these finished signs by the State Highway Department and assumes responsibility for any damage to the porcelainized aluminum panels once they are in the possession of Snook Bros. The porcelainized aluminum panels themselves will have a ten year guarantee by Camco and should there be failure in the porcelain within that period of time, California Metal Enameling Co. guarantees to reporcelainize the panels only and assumes no responsibility in disassembly and freight charges.

It is further understood that if Traffic Safety Supply Co. is supplying the "A" Type signs in whole or in part, they will supply the total order.

Traffic Safety Supply Co. agrees to participate in this program in good faith with the hope that all arrangements will be to the complete satisfaction of those concerned.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

R. W. Nelson
General Manager

RWN:ar

AGREED TO BY: Snook Bros.

By________________________

First National Bank of Corvallis

By________________________

A

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MAR [illegible] 1960
FOR FILING

I-5-5(8)250

5617

When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

March 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5617 for Oregon Project I-5-5(8)250, Hayesville-Battle Creek Section, (Sign Installation), Pacific Highway, to Smook Bros. of Corvallis, Oregon, low bidder in the amount of $79,010.00 at the March 1, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig
Porter

NOTED
FORREST COOPER

RECEIVED
MAR 11 1960
FOR FILING

J-5-5(8)250

5617

A

March 10, 1960

Snook Brothers
P. O. Box 687
Corvallis
Oregon

Gentlemen:

The State Highway Commission on March 10, 1960, awarded to you State Highway Contract #5617 for sign installation on the Salem By-pass (Hayesville-Battle Creek) Section of Pacific Highway in Marion County.

This award was based on your bid of $79,010.00 which was the low bid submitted to the Commission on March 1, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (WIAC)
I. D. Marchant

S-265(8) Lancaster Dr.-Sublimity 1960
S-220(14) Gun Club Sec. of N. Santiam
#5618 Hwy. (Pav. & Signing)

RECEIVED
FEB 5 1965
FOR FILING

Salem, Oregon
February 3, 1965

Mr. [illegible]
Maintenance Engineer

I attach hereto Bothman's January 22 report of porcelain enamel sign failures. I have instructed Oscar White at the Lab to take the following steps:

1. To determine by use of the Spectrophotometer, by means of a series of tests on signs which we know to be satisfactory, what the normal color reading should be.

2. To establish by a further test or tests what the maximum fading should be at the end of the 10-year period. This would be primarily based on readings on material which we consider to be unfit for further use.

3. To determine by tests the readings on the signs which Bothman reports as unsatisfactory.

4. To determine where they fall in the sliding scale established under Points 1 and 2 above.

5. To give me the data which will then be turned over to the Legal Division for such action as is necessary.

6. A separate category of failure will include the sandwich boards which are separating. They can be sorted out as a separate unit of work. You should establish and submit for my approval a basis for determining failure of a sandwich board. This will require wrestling with the problem of whether or not a board which has separated fails to deliver the sign message which it was designed to impart.

Attachment

Tom Edwards
Assistant State Highway Engineer

TE:jm

cc Forrest Cooper
R. L. Porter
W. I. Lewis (Enc.)
E. B. Crandall (Enc.)
E. W. Bothman
Oscar White

[illegible] (Enc.)
J. [illegible] (Enc.)
R. A. [illegible] (Enc.)
W. E. Chandler (Enc.)
J. P. Putnam (Enc.)
A. T. Burton (Enc.)

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert Bothman

R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

FORM E-30 2MM 9-61 88618

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 20, 1965

SUBJECT: Defective Porcelain Enamel Sign Replacement

Mr. George Rohde
To: XXXXXXXXXXXXXXXXXXXX
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:.

SECTION Lancaster Drive-Sublimity Gun Club
HIGHWAY N. Santiam Highway
CONTRACT NO. 5618 GUARANTEE NO. II
CONTRACTOR Warren Northwest

MANUFACTURER Bradley Porcelain Products
500 Taylor
Missoula, Montana

DATE MANUFACTURED July 1960

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE

See attached sheet

Fading and discoloration are the cause of all reported failures.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer Div. II

January 20, 1965

Lancaster Dr. - Sublimity Gun Club Section

Contract No. 5618

North Santiam Highway

SIGN NO.	TED DWG NO.	STATION	MESSAGE	FAILURE REPORTED
2	S 78	197+80	LANCASTER DR. - FOUR CORNERS	September 1963
4	S 78	250+00	LANCASTER DR. - FOUR CORNERS EXIT 1 MILE	April 1963
6	S 78	Interchange	SALEM	April 1963
8	S 78	Interchange	SALEM - N. SANTIAM	April 1963
D-1-60	S 78	182+50	EXIT	March 1964
11	S 79	317+50	CORRECTIONAL INSTITUTION NEXT RIGHT	April 1963
D-1-60	S 79	293+75	EXIT	April 1963
2	S 80	346+00	SALEM 7	April 1963
D-1-60	S 80	366+75	EXIT	April 1 1963
1	S 81	398+00	214 SILVER FALLS PARK EXIT 1/2 MILE	March 1964
2	S 81	404+00	SALEM 8	April 1963
4	S 81	454+00	214 SILVER FALLS PARK	April 1963
5	S 81	469+00	STAYTON 7 BEND 122	September 1963
6	S 81	480+00	214 SILVER FALLS PARK EXIT 1/2 MILE	April 1963
8	S 81	Interchange	N. SANTIAM - SALEM	September 1963
9	S 81	Interchange	SHAW - SILVER FALLS STATE PARK AUMSVILLE	April 1963
10	S 81	Interchange	SHAW - SILVER FALLS STATE PARK SALEM	April 1963
11	S 81	Interchange	SHAW - SILVER FALLS STATE PARK AUMSVILLE	March 1964
D-1-60	S 81	449+00	EXIT	September 1963
4	S 82	Intersection	AUMSVILLE-TURNER-SHAW	April 1963
2	S 83	677+00	SALEM 14	March 1964
4	S 83	722+50	AUMSVILLE JCT. 1/2 MILE	April 1963
5	S 83	Intersection	AUMSVILLE - MILL CITY - SALEM	October 1964
6	S 83	695+80	AUMSVILLE - TURNER	March 1964
8	S 83	Interchange	AUMSVILLE - TURNER	April 1963
9	S 83	Interchange	AUMSVILLE - Turner	April 1963
11	S 83	Interchange	SUBLIMITY-SALEM-MILL CITY	April 1963

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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 13, 1964

Treasure State Metal Products
Bradley Porcelain Products
500 Taylor Street
Missoula, Montana

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that 21 porcelain enamel signs of your manufacture, located on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway have proven defective as shown by excessive discoloration and fading, contrary to the provisions of your guarantee. These signs and locations are identified on the schedule attached to this letter.

This letter constitutes a formal demand that you replace each of the defective signs designated on the attached schedule, without expense to the State of Oregon, pursuant to your guarantee.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:jm
Attach.
cc: Tom Edwards ✓
F. B. Crandall
E. S. Hunter
R. N. Bothman
F. D. Morgan
R. D. Asburry
L. I. Lindas
Warren Northwest, Inc.

RECEIVED
JAN 14 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Section: Lancaster Drive-Sublimity Gun Club
Highway: North Santiam Highway

Contractor: Warren Northwest, Inc.
Contract No. 5618

Date Manufactured: July 1960 - November 1961

Message	Station
Lancaster Drive-Four Corners	197+80
*Lancaster Drive-Four Corners Exit 1 Mile	250+00
*Salem	Lancaster Drive
*Salem - N. Santiam	Lancaster Drive
*Correctional Institution Next Right	317+50
*Exit	293+75
*Salem 7	346+00
*Exit	366+75
*Salem 8	404+00
*214 Silver Falls Park	454+00
Stayton 7 Bend 122	469+00
*214 Silver Falls Park Exit 1/2 Mile	480+00
N. Santiam - Salem	Interchange
*Shaw-Silver Falls State Park Aumsville	Interchange
*Shaw-Silver Falls State Park Salem	Interchange
Exit	449+00
*Aumsville-Turner-Shaw	(557+50 (Intersection
*Aumsville Jct. 1/2 Mile	772+50
*Aumsville-Turner	Interchange
*Aumsville-Turner	Interchange
*Sublimity-Salem-Mill City	Interchange

*Previously reported to you in our letter dated October 2, 1963

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NOV 29 1963

FOR FILING

5612

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION Lancaster Dr. - Sublimity Gun Club

HIGHWAY N. Santiam Hwy.

CONTRACT NO. 5618 GUARANTEE NO. II

CONTRACTOR Warren Northwest

MANUFACTURER Bradley Porcelain Products
500 Taylor
Missoula, Montana

DATE MANUFACTURED July 1960

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE

SEE ATTACHED SHEET

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer

NOTED
TOM EDWARDS

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

November 18, 1963

Defective Porcelain Enamel Signs on Contract 5618

SIGN NO.	TED DWG.NO.	STATION	MESSAGE	FAILURE
2	S 78	197+80	LANCASTER DR-FOUR CORNERS	Excessive Fading & Discoloration
4 *	S 78	250+00	LANCASTER DR-FOUR CORNERS EXIT 1 MILE	Discoloration & Fading
6 *	S 78	Interchange	SALEM	Discoloration & Fading
8 *	S 78	Interchange	SALEM - N. SANTIAM	Fading & Discolor.
11 *	S 79	317+50	CORRECTIONAL INSTITUTION NEXT RIGHT	Discoloration & Fading
D-1-60 *	S 79	293+75	EXIT	Discoloration & Fading
2 *	S 80	346+00	SALEM 7	Discoloration & Fading
D-1-60 *	S 80	366+75	EXIT	Discoloration & Fading
2 *	S 81	404+00	SALEM 8	Discoloration
4 *	S 81	454+00	214 SILVER FALLS PARK	Discoloration & Fading
5	S 81	469+00	STAYTON 7 BEND 122	Discoloration
6 *	S 81	480+00	214 SILVER FALLS PARK EXIT 1/2 MILE	Discoloration & Fading
8	S 81	Interchange	N. SANTIAM - SALEM	Discoloration & Fading
9 *	S 81	Interchange	SHAW-SILVER FALLS STATE PARK AUMSVILLE	Discoloration & Fading
10 *	S 81	Interchange	SHAW-SILVER FALLS STATE PARK SALEM	Discoloration & Fading
D-1-60	S 81	449+00	EXIT	Discoloration & Fading
4 *	S 82	Intersection	AUMSVILLE-TURNER-SHAW	Discoloration & Fading
4 *	S 83	722+50	AUMSVILLE JCT. 1/2 MILE	Discoloration & Fading
8 *	S 83	Interchange	AUMSVILLE-TURNER	Discoloration & Fading
9 *	S 83	Interchange	AUMSVILLE-TURNER	Discoloration & Fading
11 *	S 83	Interchange	SUBLIMITY-SALEM-MILL CITY	Discoloration & Fading

* Signs previously reported May 3, 1963

RECEIVED
OCT 8 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

4618

October 2, 1963

~~Treasure~~ State Metal Products
Bradley Porcelain Products
500 Taylor Street
Missoula, Montana

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that seventeen porcelain enamal signs of your manufacture, located on the North Santiam Highway ORE22, have proven defective as shown by excessive or abnormal fading or discoloration from normal atmospheric conditions, contrary to the provisions of your guarantee. The particular signs and locations are identified on the schedule attached to this letter.

This letter constitutes a formal demand that you replace each of the defective signs designated on the attached schedule, without expense to the State of Oregon, pursuant to your guarantee.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
attach.

NOTED
TOM EDWARDS

cc: Tom Edwards
F. B. Crandall
E. S. Hunter
R. N. Bothman
F. D. Morgan
R. D. Asburry
L. I. Lindas

RECEIVED
[illegible] 1963
[illegible]

Highway: Lancaster Drive-Sublimity Gun Club Section
North Santiam Highway ORE22

Contractor: Warren Northwest

Contract No: 5618

Date Manufactured: July 1960 - November 1961

MESSAGE	STATION
LANCASTER DR-FOUR CORNERS EXIT 1 MILE	250
SALEM	Lancaster Dr.
SALEM-N.SANTIAM	Lancaster Dr.
CORRECTIONAL INSTITUTION NEXT RIGHT	317+50
EXIT	293+75
SALEM 7	346
EXIT	366+75
SALEM 8	404
214 SILVER FALLS PARK	454
214 SILVER FALLS PARK EXIT 1/2 MILE	480
SHAW-SILVER FALLS STATE PARK AUMSVILLE	Interchange
SHAW-SILVER FALLS STATE PARK SALEM	Interchange
AUMSVILLE-TURNER-SHAW	Interchange
AUMSVILLE JCT 1/2 MILE	722+50
AUMSVILLE-TURNER	Interchange
AUMSVILLE-TURNER	Interchange
SUBLIMITY-SALEM-MILL CITY	Interchange

RECEIVED
MAY 29 1963

FOR FILING

5618

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1963

SUBJECT: Porcelain Enamel Signs

To: DIVISION ENGINEERS
RESIDENT ENGINEERS
RESIDENT BRIDGE ENGINEERS

A listing of the Porcelain Enamel Signs installed under contract shall be prepared and submitted, in duplicate, with the final records for each construction project. A format to be used in preparation of this listing is attached.

A copy of the manufacturer's written warranty shall accompany the listing. After check, one copy of the listing, along with the warranty, will be submitted to the Sign Engineer. With this information the Sign Engineer will inspect the installed signs, during the warranty period, for any signs of failure.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

IED
LLOYD P. SHAW

GLD:bjh
Attachment

cc: Forrest Cooper
R. L. Porter
L. P. Shaw
L. E. George

RECEIVED
MAY 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] E-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

(SUGGESTED FORMAT)

SUBJECT: Porcelain Enamel Signs
Lancaster Drive-Sublimity
Gun Club Section
North Santiam Hwy. (ORE-22)
Contract No. 5618

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

Herewith listing of Porcelain Enamel signs installed under Contract No. 5618 by Warren Northwest, Inc. The contract was accepted April 13, 1962. A copy of the warranty from Bradley Porcelain Products, 500 Taylor, Missoula, Montana, is enclosed.

Sign No.	TED Dwg. No.	Station	Message	Date Manufactured
1	S 78	177+42R	STAYTON 12 BEND 127	7-10-60
2	S 78	197+85L	LANCASTER Dr-FOUR CORNERS EXIT 1 MILE	7-10-60
1	S 79	229+50R	GAFFIN RD EXIT 1 MILE	11-6-61
D-1-60	S 79	286+95R	EXIT	11-6-61

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9

Monthly transaction number
FOR FILING
5-85

Project report number
5-265 (8)

For 2A
(5-5. 7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-13-63

te
Oregon

County
Marion

Project number
S-220(14)

5618 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 19**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **348,200.00**
Revised Federal funds	$ **218,578.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **13** day of **May**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **A. W. Parsons**
Division Engineer

By: L R Backlund
L. R. Backlund, Administrative Manager

USComm-DC 11170

May 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-220(14).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RC:mb

For.P.A. 5618 4-19-60

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Monthly Transaction No.

Project Report No.
FOR FILING
S 265 (8)

Fo -2
(9 -7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

4/19/60

te
Oregon

County
Marion

Project No.
S-220(14)

S-220(14)
5618

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Junction FAS 127 to West end S-220(8)
(Silver Creek Falls Highway Jct.-Sublimity Gun Club Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	5-7-59	----
Rights-of-Way		
Construction	5-7-59	5.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 357,673

Federal funds $ 217,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer April 19, 1960

USComm-DC 40257

April 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-220(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RGC:bb

April 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-220(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220(14)

LANCASTER DRIVE-SUBLIMITY GUN CLUB SECTION
OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 5, 1960

Type Code P.E.

Preliminary Engineering	All	Required		500.00

Type Code 6202
Roadway (Sta. 428+00 to Sta. 698+00)(Contract No. 5618)

Drainage Excavation, Unclassified	125	cu. yds.	$ 2.00	$ 250.00
General Excavation, Unclassified	1,600	cu. yds.	0.38	608.00
12-inch Concrete Pipe	150	lin. ft.	1.90	285.00
6-inch Perforated Concrete Drain Pipe	670	lin. ft.	1.20	804.00
6-inch Perforated Metal Drain Pipe	60	lin. ft.	1.90	114.00
6-inch Metal Drain Pipe	40	lin. ft.	1.90	76.00
Special Backfill in Drains	90	cu. yds.	4.50	405.00
1 1/2-inch Electrical Conduit	480	lin. ft.	1.40	672.00
Metal Guard Rail	3,350	lin. ft.	2.28	7,638.00
Guide Posts, Type W-2	150	only	5.50	825.00
Guide Posts, Type X-2	70	only	5.65	395.50
Guide Posts, Type Y-3	2	only	6.50	13.00
Type 2 Fence	40	rods	5.00	200.00
Salvaging Metal Gates	4	only	20.00	80.00
Reinstalling Metal Gates	1	only	15.00	15.00
Concrete Inlets, Type "D"	2	only	100.00	200.00
Coarse Crushed Material in Base	135,500	tons	1.05	142,275.00
3/4" - 0 Material in Base	20,000	tons	1.10	22,000.00
Sprinkling	3,060	M-gals.	1.60	4,896.00
SS-1 Asphalt in Sprinkling	26,000	gal.	0.18	4,680.00
Preparation of Base	All	Required (50%)		750.00
3/4" - 0 Material in Binder Course	900	cu. yds.	2.75	2,475.00
Furnishing and Placing Aggregates	3,680	cu. yds.	3.00	11,040.00
RC-3 Asphalt	150	tons	36.00	5,400.00
120-150 Asphalt	280	tons	33.00	9,240.00
RS-1 Asphalt	80	tons	35.00	2,800.00
Asphaltic Concrete Mixture	19,600	tons	2.70	52,920.00
Asphalt in Mixture	1.080	tons	28.00	30,240.00
Extra for Paving Approaches	6	only	25.00	150.00
Asphaltic Concrete Traffic Markers	2,800	lin. ft.	0.40	1,120.00
Removal of Existing Sign Installations	All	Required (20%)		50.00
Furnish 8" BP36# Piling	104.5	lin. ft.	5.00	522.50
Drive Steel Piles	7	only	60.00	420.00
Metal Sign Posts	All	Required (30%)		277.50
Wood Sign Posts	All	Required (45%)		1,278.00

Type "A" Signs in Place	1,093.0 sq. ft.	7.40	8,088.20
Type "C" and "D" Signs in Place	456.9 sq. ft.	5.00	2,284.50
Type "E" Signs in Place	67.6 sq. ft.	5.00	338.00
Type "J" Signs in Place	12.8 sq. ft.	10.00	128.00
			$315,953.20
RR Grade Crossing Signals (S.P. Co.)	All Required		$ 8,000.00
	Subtotal		$323,953.20
Flagging (57½% of Contractor's Cost)	All Required		500.00
Signing (Temp)	All Required		250.00
	Subtotal		$324,703.20
	10% Engr. & Cont.		32,469.80
	Total		$357,173.00

Length of Roadway - - - - - - -5.063 Miles
Length of 3 Structures- - - -0.051 Miles (Exceptions)
Total Length- - - - - - - - - -5.114 Miles
Cost of Roadway Per Mile- - -70,545.72

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	500.00	300.00	200.00
Roadway	357,173.00	216,700.00	$140,473.00
	$357,673.00	$217,000.00	$140,673.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds For Maint: Chap. 529, laws 1939

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MAY 14 1963
FORM E-30X—50M—6-62 49900
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1963

To Mr. Leonard I. Lindas
Chief Counsel
DEPARTMENT

SUBJECT: Defective Porcelain Enamel Sign Replacement

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

Section	Lancaster Drive-Sublimity Gun Club
Highway	North Santiam Highway ORE22
Contract No.	5618 Guarantee No. II
Contractor	Warren Northwest
Manufacturer	Bradley Porcelain Products 500 Taylor Missoula, Montana
Date Manufactured	July 1960 - November 1961

Sign No.	TED Dwg.No.	Station	Message	Failure
4	S 78	250	LANCASTER DR-FOUR CORNERS EXIT 1 MILE	Excessive Fading
6	S 78	Lancaster Dr.	SALEM	Excessive Fading
8	S 78	Lancaster Dr.	SALEM-N. SANTIAM	Excessive Fading
11	S 79	317+50	CORRECTIONAL INSTITUTION NEXT RIGHT	Excessive Fading
D-1-60	S 79	293+75	EXIT	Excessive Fading
2	S 80	346	SALEM 7	Excessive Fading
D-1-60	S 80	366+75	EXIT	Excessive Fading
2	S 81	404	SALEM 8	Excessive Fading
4	S 81	454	214 SILVER FALLS PARK	Excessive Fading
6	S 81	480	214 SILVER FALLS PARK EXIT ½ MILE	Excessive Fading
9	S 81	Interchange	SHAW-SILVER FALLS STATE PARK AUMSVILLE	Excessive Fading
10	S 81	Interchange	SHAW-SILVER FALLS STATE PARK SALEM	Excessive Fading
4	S 82	Interchange	AUMSVILLE-TURNER-SHAW	Excessive Fading
4	S 83	722+50	AUMVILLE JCT ½ MILE	Excessive Fading
8	S 83	Interchange	AUMSVILLE - TURNER	Excessive Fading
9	S 83	Interchange	AUMSVILLE - TURNER	Excessive Fading
11	S 83	Interchange	SUBLIMITY-SALEM-MILL CITY	Excessive Fading

NOTED
TOM EDWARDS

Additional signs show minor fading, indicating a possible future failure.

L. E. George
Sign Engineer

By:
R. N. Bothman
Assistant Sign Engineer

LEG:Nk
RNB

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer Division II

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MAY 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING 519

Monthly transaction number	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te State Oregon
Project report number 1	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4/30/63	County **Marion**
		Project number **S-265(8)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 19**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **544,998.00**
Revised Federal funds	$ **342,742.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **30** day of **April**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. **State Highway Engineer**
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **A. W. Parsons**
Division Engineer

L.R. Backlund
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

April 29, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-265(8).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:mb

[illegible] 5218 4·19·60 A

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1960 FOR FILING
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Monthly Transaction No.	Fo -2 (9 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. S-265(8) S-220(4) Shp	**FEDERAL-AID PROJECT AGREEMENT** 4-19-60	County **Marion**
		Project No. **S-265(8)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approximate East end S-265(2) to Junction FAS 127
(Lancaster Road-Silver Creek Falls Highway Junction)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	5-7-59	---
Rights-of-Way		
Construction	5-7-59	4.8
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 520,275	$ 317,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **April 19, 1960**

April 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-265(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RWC:bb

April 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lancaster Drive-Sublimity Gun Club Section, Project No. S-265(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-265(8)

LANCASTER DRIVE-SUBLIMITY GUN CLUB SECTION OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 6, 1960

Type Code P. E.

Preliminary Engineering	All Required			$ 500.00

Type Code 6202
Roadway (Sta. 176+10 to Sta. 428+00)(Contract No. 5618)

Drainage Excavation, Unclassified	215	cu. yds.	$ 2.00	$ 430.00
General Excavation, Unclassified	31,200	cu. yds.	0.38	11,856.00
Short Overhaul	124,000	yd. stas.	0.02	2,480.00
Long Overhaul	7,600	C-yd. stas.	0.40	3,040.00
Tractor and Dozer	50	hours	30.00	1,500.00
Finishing Roadbed and Slopes	All	Required		2,100.00
6-inch Perforated Concrete Drain Pipe	930	lin. ft.	1.20	1,116.00
6-inch Perforated Metal Drain Pipe	380	lin. ft.	1.90	722.00
6-inch Metal Drain Pipe	160	lin. ft.	1.90	304.00
Special Back Fill in Drains	170	cu. yds.	4.50	765.00
22-inch Arch Type Corrugated Metal Pipe	170	lin. ft.	5.85	994.50
1½-inch Electrical Conduit	520	lin. ft.	1.40	728.00
Metal Guard Rail	8,550	lin. ft.	2.28	19,494.00
Salvaging and Reinstalling Guard Rail	330	lin. ft.	0.50	165.00
Guide Posts, Type W-1	120	only	5.00	600.00
Guide Posts, Type W-2	50	only	5.50	275.00
Guide Posts, Type Y-2	170	only	5.65	960.50
Guide Posts, Type X-3	6	only	6.50	39.00
Type 2 Fence	60	rods	5.00	300.00
Concrete in Separator	5	cu. yds.	60.00	300.00
Rock Subbase	19,700	tons	1.20	23,640.00
Coarse Crushed Material in Base	161,500	tons	1.05	169,575.00
3/4" - 0 Material in Base	24,800	tons	1.10	27,280.00
Sprinkling	3,580	M-gals.	1.60	5,728.00
SS-1 Asphalt in Sprinkling	34,000	gals.	0.18	6,120.00
Preparation of Base	All	Required (50%)		750.00
3/4" - 0 Material in Binder Course	1,450	cu. yds.	2.75	3,987.50
Furnishing and Placing Aggregates	3,790	cu. yds.	3.00	11,370.00
RC-3 Asphalt	230	tons	36.00	8,280.00
120-150 Asphalt	290	tons	33.00	9,570.00
RS-1 Asphalt	90	tons	35.00	3,150.00
Asphaltic Concrete Mixture	30,600	tons	2.70	82,620.00

Asphalt in Mixture	1,680	tons	$ 28.00	$ 47,040.00
Extra for Paving Approaches	4	only	25.00	100.00
Asphaltic Concrete Traffic Markers	20,000	lin. ft.	0.40	8,000.00
Removal of Existing Sign Installations	All	Required (80%)		200.00
Furnish 8" BP 36# Piling	224.5	lin. ft.	5.00	1,122.50
Drive Steel Piles	15	only	60.00	900.00
Metal Sign Posts	All	Required (70%)		647.50
Wood Sign Posts	All	Required (55%)		1,562.00
Type "A" Signs in Place	889.5	sq. ft.	7.40	6,582.30
Type "C" and "D" Signs in Place	784.6	sq. ft.	5.00	3,923.00
Type "E" Signs in Place	52.0	sq. ft.	5.00	260.00
Type "J" Signs in Place	44.6	sq. ft.	10.00	446.00
				$471,022.80
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing (Temp.)	All	Required		500.00
	Subtotal			$472,522.80
	10% Engr. & Cont.			47,252.20
	Total			$519,775.00

Length of Roadway - - - - - - - - - - 4.703 Miles
Length of 5 Structures- - - - - - - 0.068 Miles (Exceptions)
Total Length- - - - - - - - - - - - 4.771 Miles
Cost of Roadway Per Mile- - - - - $110,519.88

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 500.00	$ 300.00	$ 200.00
Roadway	519,775.00	316,700.00	203,075.00
	$520,275.00	$317,000.00	$203,275.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

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FOR FILING

5618

July 3, 1962

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

A post-final payment in the amount of $50.00 will be made to Warren Northwest, Inc., on contract #5618 for paving-signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $811,599.76, including the post-final payment. Of the total, $7,432.76 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

RECEIVED
APR 3 1962
FORM E-30X—50M—11-61—40231
FOR FILING

5614

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

March 29, 1962

SUBJECT Transition Signing
Lancaster Drive-Sublimity Gun Club Section
North Santiam Hwy. No. 162
(ORE22) - M.P. 3.5

To:

W. O. Widdows
Asst. Maintenance Engineer
Highway Shops

The standards for informing traffic of a transition from a two-lane one-way roadway to two-lane, two-way have been revised. A "USE RIGHT LANE" sign is now specified in place of the "USE LEFT LANE" sign previously called for.

Would you please arrange to have the "USE LEFT LANE" sign for westbound traffic at the transition just west of the Gaffin Road Interchange, on the above mentioned section, replaced with a "USE RIGHT LANE" sign.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DPD:sm/mgn
cc: Tom Edwards
J. D. Walker
Arthur Duffy

NOTED
TOM EDWARDS

RECEIVED
APR 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962

February 5, 1962

FINAL COST ANALYSIS
Paving and Signing
Contractor: Warren Northwest Co.
Resident Engineer: Arthur Duffy

Lancaster Drive-Sublimity Gun Club
Contract No. 5618

Prefix No. 124-1049
Project No. S-265 (8)
S-220(14)

Item 5617	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation	968.55	Cu.Yd.	2.00	1.74	1,688.87	1,937.10
General Excavation	33,176.3	Cu.Yd.	0.38	0.38	12,606.99	12,606.99
Short Overhaul	120,446	Yd.Sta.	0.02	0.02	2,408.92	2,408.92
Long Overhaul	4,794	C-Yd.Sta.	0.40	0.40	1,917.60	1,917.60
Tractor and Dozer	10.25	Hours	30.00	30.00	307.50	307.50
Finish R.B. & Slopes	100%	All	2,100.00		2,100.00	2,100.00
12" Concrete Pipe	536	Lin.Ft.	1.90	1.58	845.39	1,018.40
6" Perf.Conc.Dr.Pipe	1,401	Lin.Ft.	1.20	1.20	1,681.20	1,681.20
6" Perf.Mtl.Dr.Pipe	844	Lin.Ft.	1.90	1.71	1,442.74	1,603.60
6" Mtl.Dr.Pipe	152	Lin.Ft.	1.90	1.90	288.90	288.80
Special Backfill in Drains	410.21	Cu.Yd.	4.50	4.06	1,665.45	1,845.95
22" Arch Type Corr.Mtl.Pipe	156	Lin.Ft.	5.85	5.12	799.17	912.60
Metal Guard Rail	10,970.5	Lin.Ft.	2.28	2.28	25,012.74	25,012.74
Salvage & Reinstall Guard Rail	239.5	Lin.Ft.	0.50	0.50	119.75	119.75
Guide Posts, W-1	116	Each	5.00	5.00	580.00	580.00
Guide Posts, W-2	320	Each	5.50	5.50	1,760.00	1,760.00
Guide Posts, Y-2	198	Each	5.65	5.65	1,118.70	1,118.70
Guide Posts, Y-3	7	Each	6.50	6.50	45.50	45.50
Type 2 Fence	82	Rod	5.00	5.00	410.00	410.00
Salvage Metal Gates	4	Each	20.00	20.00	80.00	80.00
Reinstall Metal Gates	2	Each	15.00	15.00	30.00	30.00
Concrete in Separator	1.27	Cu.Yd.	60.00	60.00	76.20	76.20

NOTED

Final Cost Analysis - Contract No. 5618
Lancaster Drive-Sublimity Gun Club

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Rock Subbase	25,995.54	Ton	1.20	1.20	31,194.65	31,194.65
Coarse Cr. Mat'l in Base	301,150.4	Ton	1.05	0.99	298,509.39	316,207.92
3/4"-0 Mat'l in Base	38,654.5	Ton	1.10	1.02	39,535.28	42,519.95
Sprinkling	2,361.08	M-Gal.	1.60	1.48	3,488.79	3,777.73
SS-1 Asphalt in Sprinkling	82,971.2	Gal.	0.18	0.153	12,703.33	14,934.82
Preparation of Base	100%	All	1,500.00		1,461.42	1,500.00
3/4"-0 Mat'l in Binder Course	3,605	Cu. Yd.	2.75	2.58	9,286.14	9,913.75
Furnish & Place Aggregate	6,937	Cu. Yd.	3.00	2.75	19,076.29	20,811.00
RC-3 Asphalt	463.33	Ton	36.00	35.43	15,413.65	16,679.88
120-150 Asphalt	487.665	Ton	33.00	31.84	15,528.18	16,092.95
RS-1 Asphalt	151.9p5	Ton	35.00	33.31	5,059.92	5,317.03
Asphaltic Concrete Mixture	52,551.12	Ton	2.70	2.58	135,624.74	141,888.02
Asphalt in Mixture	2,834.89	Ton	28.00	27.57	78,147.29	79,376.92
Extra for Paving Approaches	19	Each	25.00	22.53	428.11	475.00
Asph. Conc. Traffic Markers	23,018.3	Lin. Ft.	0.40	0.38	8,785.43	9,207.32
Furn. 8" BP 36# Steel Piling	329	Lin. Ft.	5.00	5.00	1,645.00	1,645.00
Drive Steel Piles	21	Only	60.00	60.00	1,260.00	1,260.00
Metal Sign Posts	100%	All	925.00		925.00	925.00
Wood Sign Posts	100%	All	2,840.00		2,840.00	2,840.00
Type A Signs in Place	2,107.4	Sq. Ft.	7.40	7.40	15,594.76	15,594.76
Type C & D Signs in Place	1,279.4	Sq. Ft.	5.00	5.00	6,397.00	6,397.00
Type E Signs in Place	124.8	Sq. Ft.	5.00	5.00	624.00	624.00
Type J Signs in Place	68.2	Sq. Ft.	10.00	10.00	682.00	682.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#1 Asph. Concrete Curbs	3,792	Lin. Ft.	0.87	0.76	2,874.83	3,299.04
PA#2 8" Corr. Metal Pipe	356	Lin. Ft.	2.20	2.07	737.04	783.20
PA#3 C.M.P. Catch Inlet	7	Only	72.50	72.50	507.50	507.50
PA#4 Pipe Anchors	7	Only	11.60	11.60	81.20	81.20
PA#5 24" Concrete Pipe	164	Lin. Ft.	6.50	5.21	854.57	1,066.00
PA#6 Sign Revision Type A	42	Sq. Ft.	10.00	10.00	420.00	420.00
PA#7 Sign Revision Type J	42	Sq. Ft.	12.00	12.00	50.40	50.40
PA#8 Additional Sign Posts	7	Only	60.00	60.00	420.00	420.00
PA#9 Remove & Reestablish Signs	100%	All	300.00		300.00	300.00
PA#10 Install Crossing Signals, Signs and Floodlights	100%	All	536.59			-536.59
Force Account					7,051.53	7,432.76
					774,493.05	811,549.76

Gross Revenue	$ 811,549.76
Total Cost	774,493.05
Net Profit	$ 37,056.71

Net Profit equals 4.6% of Gross Revenue

NAL COST ANALYSIS - Contract . 5618

Labor:					
Labor				$ 258,621.62	
Labor Insurance				24,698.36	
Health, Welfare and Pension				14,518.89	$ 297,838.87
Materials:					
12" Concrete Pipe	536	Lin. Ft.	@ $0.95	509.20	
6" Conc. Perf. Dr. Pipe	1,401	Lin. Ft.	@ $0.56	784.56	
6" Perf. Mtl. Drain Pipe	844	Lin. Ft.	@ $0.84	708.96	
6" Metal Bands	42	Each	@ $1.10	46.20	
6" Mtl. Drain Pipe	152	Lin. Ft.	@ $0.87	132.24	
6" Mtl. Bands	7	Each	@ $1.13	7.91	
22" Arch Type Corr. Mtl. Pipe	156	Lin. Ft.	@ $3.44	536.64	
22" Arch Type Bands	7	Each	@ $3.44	24.08	
8" Corr. Mtl. Pipe	356	Lin. Ft.	@ $1.15	409.40	
8" Corr. Mtl. Bands	18	Each	@ $1.60	28.80	
24" Concrete Pipe	164	Lin. Ft.	@ $3.24	531.36	
SS-1 Asphalt, Freight Inc.	82,971.2	Gal.	@ $1.28	10,620.31	
RC-3 Asph., Freight Inc.	463.33	Ton	@ $29.19	13,524.60	
85-100 Asph., Freight Inc.	2,834.89	Ton	@ $25.80	73,140.16	
120-150 Asph., Freight Inc.	487.665	Ton	@ $26.66	13,001.15	
RS-1 Asph., Freight Inc.	151.915	Ton	@ $27.38	4,159.43	118,165.00
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				174,933.66	
Equipment Rental, Hired				455.66	
Gas, Oil and Grease, Power and Heating Oil				35,068.47	
Bond				4,034.80	
P.U.C.				757.85	
P.L. and P.D. Insurance				3,232.77	
Small Tools and Miscellaneous Supplies				5,025.70	
Move In, Freight and Cartage				8,111.07	
Amt.pd. Edward Satrum for Hauling Subbase Mat'l				16,102.72	
Amt.pd. John Luyben for portion of Excav. & Perf. Pipe Install.				18,504.52	
Amt.pd. E.N. Peterson for Concrete Work				76.20	
Amt.pd. J.C. Denton for Installing Guard Rail, Sight Posts & Fence				29,156.69	
Amt.pd. Ken Nielsen for small portion of Excavation				7,297.48	
Amt.pd. Snook Bros., for Furnishing & Installing Signs				30,971.16	
Home Office and General Overhead				24,760.43	358,489.18
				TOTAL COST	$ 774,493.05

Remarks - Contract No. 5618

This wa a "Federal Aid Secondary Project" calling for paving and signing of 9.88 miles of highway roadbed on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County.

The contract was bid March 1, 1960, awarded March 10, 1960. Work started June 20, 1960 and the project completed September 24, 1961.

The contractor moved in one D-8 cat and dozer and a crew of two men on June 20th, started clearing and stripping the gravel pit and leveling the site to set up their portable crushing plant. The site was a gravel deposit designated by the State, located east and south of Aumsville, on the west side of a county road at a point about one mile south of the relocated highway, Station 596. It required approximately six days to do the clearing and stripping of gravel pit.

The contractor started moving in and setting up his 5-crusher portable crushing plant on July 5th and started the crushing operation on August 6, 1960. Very good progress was made on the crushing operation. A total of approximately 452,356 tons of gravel was crushed in 1,528 hours for an average of 296 tons per hour which was good production. This material had to be washed.

The excavation consisted of 33,176 cubic yards of common material and was located at both ends of the project, the largest quantity being at the west end of the project. This work was performed by John Luyben and Kenneth Nielsen, grading contractors. A portion of the excavation was done in the fall of 1960 and the balance in 1961.

The contractor subcontracted the hauling of the rock subbase material to Ed Satrum who hauled the material from the Fairview Home quarry using six 8-cubic yards trucks, the prime contractor's 3/4-cubic yard shovel, and one D7 cat and dozer on the fills.

The base and 3/4"-0 gravel was hauled with the contractor's five trains and Tuss Brothers' six trains. Good progress was made on the hauling and placing of this material. The processing was done with two graders, one steel-wheel roller, two rubber-tired rollers and one water wagon.

The contractor moved in his portable paving plant at the stockpile site adjacent to the crushing plant on October 3, 1960 and completed the paving plant setup October 30th. He started the mixing and laying of Class "B" asphaltic concrete May 22, 1961 and completed the paving September 7, 1961, placing a total of 52,551 tons in 448 hours for an average of 117 tons per hour which was good production. Most of the mix was hauled with hired trucks and processed with the contractor's equipment.

Remarks Cont'd - Contract No. 5618

J.C. Denton placed the guard rail and the guide posts at bid prices.

Snook Brothers installed the signs on this project at bid prices.

The contractor had good bid prices, good equipment and good supervision, realizing a fair profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
JAN 18 1962
FORM E-30 25M 9-61 82818
FOR FILING
5618

OREGON STATE HIGHWAY DEPARTMENT
~~INTER-DEPARTMENT CORRESPONDENCE~~
P. O. Box 30, Salem, Oregon

January 16, 1962

SUBJECT: Sign Defects
Lancaster Drive-Sublimity
Gun Club Section
North Santiam Highway
Contract No. 5618

To: Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

Your attention is called to the following sign defects:

Lancaster Drive Interchange

All four panels of Sign No. 1 and both panels on sign No. 7 have faded areas. It will be necessary to replace the defective porcelain.

Sublimity Gun Club Interchange

Sign No. 1 is not stable. The contract specifies two 6" x 8" x 22' - 0" posts and a minimum foundation depth of 8' - 0". One of the posts in place is 18.7 feet in length with a foundation depth of 6 feet and the other post is 19.3 feet in length with a foundation depth of 5.5 feet. The backfilling material in the post holes is not compacted and the posts are very loose.

The above defects must be repaired and clean up work performed before the project can be accepted and final payment made.

Very truly yours,

Arthur Duffy
Resident Engineer

AD:jjt

cc Snook Brothers
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. F. B. Crandall
Mr. J. D. Walker
Mr. L. L. Jensen

RECEIVED
JAN 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
TOM EDWARDS

RECEIVED
JAN 11 1962
FOR FILING

5618

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 9, 1962

To:

F. D. Morgan
Construction Engineer
BUILDING

SUBJECT: Signing Inspection
Lancaster Drive-Sublimity Gun Club Section
North Santiam Highway-ORE22
Contract No. 5618

On October 19, 1961, a letter was transmitted from the Division Office to Warren Northwest Inc., listing deficiencies in the signing on the above mentioned paving project. This letter from the Division Office was based on a previous letter to the construction engineer, dated October 19, 1961.

We were recently advised by the resident engineer on this project that all deficiencies had been corrected and that we should proceed with a final inspection. A second day and night inspection has been made. All of the deficiences listed in the letter mentioned above have been corrected. However, this most recent inspection does indicate additional defects which are still the responsibility of the contractor and which should be corrected before final payment is made on this project. The items are as listed below:

Item no. 1 - At the Lancaster Drive Interchange, all four panels on sign no. 1 and both panels on sign no. 2 have faded areas. These faded areas are the same type of failure that was used as the basis of rejection on other signs on this project. The defective procelain on both of these signs should be replaced.

Item no. 2 - At the Sublimity Gun Club Interchange, sign no. 1 is falling over. The design for the supports on this sign has been checked against the existing cross section and the two specified posts (6" x 8" x 22') are more than adequate. This then means that the contractor either failed to properly backfill and compact the dirt around the posts, or the contractor installed posts that were shorter than those specified. It is felt that the resident engineer should probe the depth of these posts, in order to determine if the specified

NOTED
TOM EDWARDS

length was installed. If the correct length has not been used, the contractor should be required to install the proper length supports. If the proper length supports have been used, then the contractor should be required to straighten the sign and properly compact the soil around the supports.

It is realized that the contractor is most anxious to complete this project and receive final payment. However, it is felt that the state does have a moral obligation to require the correction of these deficiencies by the contractor with no additional cost to the state.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

LMG:mgn
cc: Tom Edwards ✓

RECEIVED
JAN 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 1961
FOR FILING

5618

December 5, 1961

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5618 for paving-signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County was completed by the contractor, Warren Northwest, Inc., on September 24, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $23,883.76 will be released to the contractor after acceptance by the Commission. The total contract amount is $811,549.76, of which amount $7,432.76 represents force account items.

You were previously notified that a claim had been filed against this contract, which has since been paid in full.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland, Oregon

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FOR FILING

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5618

November 10, 1961

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5618 for paving-signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

This payment, in the amount of $76,510.77, will be released to contractor on or after November 17, 1961. The retained percentage is $24,130.92.

You were previously notified that a claim had been filed against this contract, which has since been paid in full.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 28, 1961

Section LANCASTER DRIVE - SUBLIMITY GUN CLUB

Kind of work PAVING & SIGNING

Highway NORTH SANTIAM County MARION

Section prefix 124 - 1049

Contractor Warren Northwest, Inc.

Contract number 5613

Date of contract March 20, 1960

Specified work days 125

Date work started June 20, 1960

Work days used 128

Project authorization $887,879.25

Exclusive of engineering $824,791.17

Per cent of time elapsed 102.4 %

Estimated cost of completed project, exclusive of engineering $824,791.17

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $63,138.08

Engineering cost to date $64,962.45, 102.9 %

Date project was completed September 24, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100	none	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Submitted the semi-final estimate on Thursday, October 26, 1961.

FINAL REPORT

NOTED

CONST[illegible]IVISION
R[illegible]
OCT 27 1961
NOTED-- B B
CE AE ACE COE B

Arthur Duffy

Signed Arthur Duffy

Address P. O. Box 30, Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.8	9.8		9.8	9.8
Miles partially completed					
Miles completed	9.8	9.8	–	9.8	9.8
Total estimated quantities (contract)	32,800 c.y.	341,800 ton		7,470 ton	50,200 ton
Total quantities corrected to date	33,176.3 cy.	339,805 ton		6,937 ton	52,551 ton
Estimated quantities moved or placed to date	33,176.3 cy.	339,805 ton		6,937 ton	52,551 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Rain & Windy		
Friday	Rain		
Saturday			

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FOR
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5618

October 20, 1961

Warren Northwest, Inc.,
P. O. Box 3074
Portland
Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 20, 1961, had under discussion your request for an extension of time for 10 additional workdays from 125 days to 135 days within which to complete your contract #5618 without the assessment of liquidated damages, for paving-signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

The Highway Commission granted you 3 additional workdays from 125 days to 128 days. This action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: J. D. Walker
Arthur Duffy
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Matson

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OCT 17 1961
FOR FILING
[illegible]
5618

October 16, 1961

Request for Extension of Time
No. 2
October 20, 1961, Meeting

Oregon State Highway Commission

Gentlemen:

Warren Northwest, Inc., the contractor on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway, Contract No. 5618, has requested that its work time be extended 10 days without the assessment of liquidated damages.

The asphaltic concrete quantities were increased 2,660 tons above the proposed quantities between Station 268 and Station 286. At the contractor's rate of production on similar work, this would have required three additional days.

It is, therefore, recommended that work time on this project be increased three days, from 125 days to 128 days, without the assessment of liquidated damages. If this recommendation is approved, no liquidated damages will be assessed the contractor, as the contract was completed in 128 days. The Bureau of Public Roads concurs in this recommendation.

This matter will be on the agenda for the October 20 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me

Enclosure

cc Tom Edwards
R. L. Porter
C. H. Maison

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OCT 11 1961
FOR FILING

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5618

October 11, 1961

Mr. C. C. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Lancaster Drive-Sublimity
Gun Club Section
North Santiam Highway
Contract No. 5618

Dear Sir:

The contractor on subject project has requested that his work time be increased ten days without the assessment of liquidated damages. His request for additional time is valid in part.

We increased the thickness of asphaltic concrete between Station 268 and Station 286 in order to assure a stable roadbed. This increased asphaltic concrete material amounted to a total of 2,680 tons. As the contractor's daily output for similar work was 900 tons, he is entitled to three additional days.

May we have your concurrence in our decision to award three additional days without the assessment of liquidated damages.

Very truly yours,

F. M. Stephenson
Acting State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

FBK:fp ms

RECEIVED
OCT 11 1961
FOR FILING

5618

October 10, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

This is to advise you that work was completed September 24, 1961, on the Lancaster Drive-Sublimity Gun Club Section in Marion County, State Highway Contract No. 5618.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

R. L. Porter
Office Engineer

DBP:lt

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SEP 29 1961
FOR FILING

5618

September 29, 1961

Mr. C. G. Pelk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 24, 1961, on Contract No. 5618, Lancaster Drive-Sublimity Gun Club Section, in Marion County, in connection with Federal Aid Project No. S-265(8), S-220(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: H. S. Cox

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AUG 21 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5618

August 18, 1961

Foress Company
Box 687
Corvallis, Oregon

Attention: N. P. Barnes

Gentlemen:

Enclosed is a copy of the working drawings for additional signing on Sanitary Fill and Silver Creek Falls Interchanges of the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway, Contract No. 5618. The working drawings have been checked and are approved as noted.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

NOTED

Attachments
NJD:jv
bc: G. S. Paxson
T. Edwards
D. Walker
Art Duffy

RECEIVED
AUG 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1961
FOR FILING

5618

D Cook
not on card

June 22, 1961

John W. Sonderen
Attorney
814 Oregon Bank Building
Portland 4, Oregon

Dear Sir:

Thank you for your letter of June 20 advising that the claim of your client, W. L. Cereghino Construction Company, in the amount of $2,095.50, against Ted W. Luyben, subcontractor for Warren Northwest, Inc., on State Highway Contract No. 5618, has been paid in full.

Copies of your letter are being sent to the principal contractor, Warren Northwest, Inc., and to the surety so that they will be advised that the claim has been taken care of.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Ward Cook-Rodgers Insurance Agency, Inc.
603 Panama Building
Portland, Oregon

Federal Insurance Company
320 California St.
San Francisco 4, Calif.
Attn: Robt. E. Wallace, Mgr.

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

NOTED ON CARD
dc

FQ:fp

LAW OFFICES OF
JOHN W. SONDEREN
814 OREGON BANK BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9949

June 20, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Secretary of State File #3767

Dear Mr. Query:

As you have been previously advised, this office represents the W. L. Cereghino Construction Company in their claim for $2095.50 for labor and equipment rental furnished to Ted W. Luyben, sub-contractor, against the bond taken from Warren Northwest, Inc., principal contractor, in connection with State Highway Contract No. 5618.

We have this date received payment from the Warren Northwest Company in payment of the claim of the W. L. Cereghino Construction Company, and we are at this time advising you that the W. L. Cereghino Construction Company has no further claim against the bond of Warren Northwest as we have previously claimed.

Very truly yours,

GEHLEN & SONDEREN

By John W. Sonderen
John W. Sonderen lb.

lb

RECEIVED
JUN 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 5 1961
FOR FILING
S-265(8)
5618

Telephone: WOrth 4-1200
Cable Address: "CHUBBSON"

FEDERAL INSURANCE COMPANY

CHUBB & SON INC., *Manager*   90 John Street, New York 38, N. Y.

June 1, 1961.

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 8002-72-25 - Warren Northwest,
Inc. -to- Oregon State Highway Dept. -
Paving and Signing the Lancaster Drive-
Sublimity Gun Club Section, North Santiam
Highway, Marion County, Ore., Cont. No. 5618.

Dear Mr. Query:

This will acknowledge your letter of May 18, 1961 advising us of the claim of W. L. Cereghino Construction Company in the amount of $2,095.50 for labor and equipment rental furnished to Ted W. Luyben, subcontractor to Warren Northwest, Inc.

Very truly yours,

Leo F. Carlin

Leo F. Carlin

LFC:AF
cc: Warren Northwest, Inc.

RECEIVED
JUN 5 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

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UU MAY 19 1961
FOR FILING
5-265(8)
5618

No Sur card

May 18, 1961

Federal Insurance Company
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

The Secretary of State has informed us that the amended claim of W. L. Cereghino Construction Company in the amount of $2,095.50 for labor and equipment rental furnished to Ted W. Luyben, subcontractor to Warren Northwest, Inc. was filed in his office on May 17, 1961. The Secretary of State assigned file number 3767 to this claim.

This is in connection with the Warren Northwest, Inc. Contract 5618, paving-signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

This information is furnished as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:rj

NOTED ON CARD

FORM E-123-X 90M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 16, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is an amended claim for filing in the amount of $2,095.50, received from John W. Sonderen, attorney on behalf of his client, W. L. Cereghino Construction Co., for labor and equipment rental furnished to Ted W. Luyben, subcontractor to Warren Northwest, Inc., on our Contract No. 5618.

This appears to be identical to their claim filed in your office on January 31, 1961, your file No. 3767, with the exception of the correct spelling of Mr. Luyben's name.

Please acknowledge receipt of this amended claim on the attached copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

File #3767

FILED
MAY 17 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

G.C.S.

RECEIVED
MAY 17 1961
APPLING,

RECEIVED
MAY 18 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 18 1961

FOR FILING

5-265(8)

5618

May 16, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is an amended claim for filing in the amount of $2,095.50, received from John W. Sondaren, attorney on behalf of his client, W. L. Cereghino Construction Co., for labor and equipment rental furnished to Ted W. Luyben, subcontractor to Warren Northwest, Inc., on our Contract No. 5618.

This appears to be identical to their claim filed in your office on January 31, 1961, your file No. 3767, with the exception of the correct spelling of Mr. Luyben's name.

Please acknowledge receipt of this amended claim on the attached copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD

RECEIVED
MAY 18 1961
FOR FILING

5-265(8)

5618

May 16, 1961

Ward Cook-Rodgers Insurance Agency, Inc.
603 Panama Building
Portland, Oregon

Gentlemen:

A letter dated May 15, 1961, with an amended claim attached, has been received from John W. Sonderen, attorney on behalf of his client, W. L. Cereghino Construction Co., advising that Ted W. Luyben, subcontractor to Warren Northwest, Inc., owes them for labor and equipment rental in the amount of $2,095.50.

This appears to be in connection with State Highway Contract No. 5618 with Warren Northwest, Inc., principal, for paving and signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

This amended claim appears to be identical with their claim filed with the Secretary of State on January 31, 1961, his file No. 3767, with the exception of the correct spelling of Mr. Luyben's name.

The amended claim has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

NOTED ON CARD
Dc

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Federal Insurance Company
320 California St.
San Francisco 4, Calif.
Attn: Robt. E. Wallace, Mgr.

Commissioners
W. C. Williams
Forrest Cooper

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

CWH:fp

RECEIVED
MAY 18 1961

FOR FILING

5-265(8)

5618

May 16, 1961

Mr. John W. Sonderen
Attorney at Law
814 Oregon Bank Building
Portland 4, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of May 15 and attached amended claim on behalf of your client, W. L. Cereghino Construction Co., in the amount of $2,095.50. This is for labor and equipment rental furnished to Ted W. Luyben, subcontractor, against the bond taken from Warren Northwest, Inc., principal contractor.

Our records indicate this to be in connection with State Highway Contract No. 5618 with Warren Northwest, Inc., for paving and signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

This appears to be identical to your client's claim filed with the Secretary of State on January 31, 1961, his file No. 3767, with the exception of the spelling of Mr. Luyben's name.

The amended claim is being forwarded to the Secretary of State for filing.

We will note this information in our records and advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
Oregon State Highway Commission

NOTED ON CARD

CWH:fp

LAW OFFICES OF
JOHN W. SONDEREN
614 OREGON BANK BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9949

May 15, 1961

Mr. Floyd Query, Clerk
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Enclosed is a new Notice of Claim of Willie Cereghino against Warren Northwest and Ted W. Luyben.

The reason for this new Notice of Claim is the fact that we wish to have this on file under Mr. Luyben's correct name, rather than the spelling of Luben.

Very truly yours,

GEHLEN & SONDEREN

By John W. Sonderen
John W. Sonderen

lb

encl.

RECEIVED
MAY 16 1961
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

Oregon State Highway Commission
Mr. Floyd Query, Clerk

Notice is hereby given that the undersigned, Willie Cereghino of the W. L. Cereghino Construction Co has a claim for labor and equipment rental for a Euclid and operator for 127 hours on the following days and number of hours as set forth, and hereby claims the sum of $2095.50 against the bond taken from Warren Northwest Inc., principle, and the Federal Insurance Company, sureties, for the construction work on theLancaster Drive Sublimity Gun Club section of the North Santiam Highway in Marion County, Oregon, which bond was a faithful promise undertaking supplied by the said Warren Northwest Inc., general contractor, for the faithful performance on construction of this section of the Oregon State Highway system, and insured prompt payment to all persons including this claimant, which did work on the said highway at the instance and request of Ted W. Luyben, sub-contractor under the principal company, Warren Northwest, Inc., none of which has been paid.

September 6, 1960, 8 hours
September 7, 1960, 8 hours
September 8, 1960, 7 1/2 hours
September 9, 1960, 7 1/2 hours
September 12, 1960, 8 hours
September 13, 1960, 9 1/2 hours
September 14, 1960, 8 hours
September 15, 1960, 8 hours
September 16, 1960, 8 hours
September 19, 1960, 8 hours
September 20, 1960, 8 hours
September 21, 1960, 10 hours
September 22, 1960, 7 hours
September 23, 1960, 8 1/2 hours
September 26, 1960, 6 1/2 hours
September 27, 1960, 6 1/2 hours

Willie Ceregh
Willie Cereghino

Subscribed and Sworn to before me this [illegible] day of May, 1961.

Notary Public for Oregon
My Commission Expires: 4-7-62

LAW OFFICES OF
[illegible]
914 PORTLAND TRUST BUILDING
PORTLAND 4, OREGON - CAPITOL 2-[illegible]

RECEIVED
FEB 6 1961

FOR FILING

L-265(8)
L-220(14)
4614

February 3, 1961

Ward Cook-Rodgers Insurance Agency, Inc.
603 Panama Building
Portland, Oregon

Gentlemen:

We have received notification dated January 31, 1961, from the Secretary of State informing us that the claim of W. L. Cereghino Construction Co. for labor and equipment rental in the amount of $2,095.50, filed against the bond taken from Warren Northwest, Inc., on Contract No. 5618, has now been filed in his office, his file No. 3767.

A description of this claim was outlined to you in our letter of January 30, 1961.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

RECEIVED
FEB 6 1961
FOR FILING

HOWELL APPLING, JR.
SECRETARY OF STATE
2-265 (5)
2-220 (14)
5614

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

January 31, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from you and filed as of this date, a notice of claim by W. L. Cereghino Construction Co. for labor and equipment rental for an Euclid and operator for 127 hours in the sum of $,2095.50 against the bond taken from Warren Northwest Inc., principal and the Federal Insurance Company, surety, for the contruction work on the Lancaster Drive Sublimity Gun Club section of the North Santiam Highway in Marion County, Oregon for the faithful performance on construction of this section of the Oregon State Highway System, and insured prompt payment to all persons, including this claimant, which did work on the said highway at the instance and request of Ted W. Luben, sub-contractor under the principal company, Warren Northwest, Inc., none of which has been paid.

#5618

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

[illegible] please reply
[illegible]

RECEIVED
FEB - 2 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JAN 31 1961
FOR FILING

2-265(8)
2-220(14)
5618

January 30, 1961

Ward Cook-Rodgers Insurance Co.
603 Panama Building
Portland, Oregon

Gentlemen:

A letter, dated January 26, with claim attached, has been received from John W. Sonderen, attorney, on behalf of W. L. Cereghino Construction Co., advising that Ted W. Luben, subcontractor to Warren Northwest, Inc., owes them for labor and equipment rental in the amount of $2,095.50.

This appears to be in connection with State Highway Contract No. 5618 with Warren Northwest, Inc., principal, for paving and signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Enc.

CC:
Federal Insurance Co.
320 California St.
San Francisco 4, Calif.
Attn: Robt. E. Wallace, Mgr.

NOTED ON CARD

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

RECEIVED
JAN 31 1961
FOR FILING

S-265 (8)
S-220 (14)
5614

January 30, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $2,095.50 received from John W. Sonderen, attorney, on behalf of his client, W. L. Cereghino Construction Co., for labor and equipment rental furnished to Ted W. Luben, subcontractor to Warren Northwest, Inc.

This appears to be in connection with State Highway Contract No. 5618 with Warren Northwest, Inc., for paving and signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

Please ackoowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

NOTED ON CARD

CWH:fp

RECEIVED
JAN 31 1961
FOR FILING

2-26 - (8)
2-220 (14)
5618

January 30, 1961

Mr. John W. Sonderen
Attorney at Law
814 Oregon Bank Building
Portland 4, Oregon

Dear Sir:

This is to acknowledge your letter, dated January 26, and attached Notice of Claim on behalf of your client, W. L. Cereghino Construction Co., in the amount of $2,095.50 for labor and equipment rental furnished to Ted W. Luben, subcontractor, against the bond taken from Warren Northwest, Inc., principal contractor.

Our records indicate this to be in connection with State Highway Contract No. 5618 with Warren Northwest, Inc., for paving and signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

LAW OFFICES OF
JOHN W. SONDEREN
814 OREGON BANK BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9949

January 26, 1961

Mr. Floyd Query, Clerk
Oregon State Highway Commission
Salem, Oregon

#5618

Dear Mr. Query:

Enclosed is Notice of Claim of Willie Cereghino against Warren Northwest and Ted W. Luben.

Very truly yours,

GEHLEN & SONDEREN

By John W Sonderen
John W. Sonderen

lb

Certified Mail

encl.

Cc please reply

NOTED
C. W. HEAD

RECEIVED
JAN 27 1961
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

Oregon State Highway Commission

Mr. Floyd Query, Clerk:

Notice is hereby given that the undersigned, Willie Cereghino of the W. L. Cereghino Construction Co has a claim for labor and equipment rental for a Euclid and operator for 127 hours on the following days and number of hours as set forth, and hereby claims the sum of $2095.50 against the bond taken from Warren Northwest Inc., principle, and The Federal Insurance Company, sureties for the construction work on the Lancaster Drive Sublimity Gun Club section of the North Santiam Highway in Marion County, Oregon, which bond was a faithful promise undertaking supplied by the said Warren Northwest Inc., general contractor, for the faithful performance on construction of this section of the Oregon State Highway System, and insured prompt payment to all persons, including this claimant, which did work on the said highway at the instance and request of Ted W. Luben, sub-contractor under the principal company, Warren Northwest, Inc., none of which has been paid.

Septemter 6, 1960, 8 hours
September 7, 1960, 8 hours
September 8, 1960, 7 1/2 hours
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September 20, 1960, 8 hours
September 21, 1960, 10 hours
September 22, 1960, 7 hours
September 23, 1960, 8 1/2 hours
September 26, 1960, 6 1/2 hours
September 27, 1960, 6 1/2 hours.

Willie Cereghino
Willie Cereghino

Subscribed and Sworn to before me this 25 day of January, 1961.

John W. Sonderen
Notary Public for Oregon
My Commission Expires: 1-27-62

NOTICE OF CLAIM

Oregon State Highway Commission

Mr. Floyd Query, Clerk:

Notice is hereby given that the undersigned, Willie Cereghino of the W. L. Cereghino Construction Co has a claim for labor and equipment rental for a Euclid and operator for 127 hours on the following days and number of hours as set forth, and hereby claims the sum of $2095.50 against the bond taken from Warren Northwest Inc., principle, and The Federal Insurance Company, sureties for the construction work on the Lancaster Drive Sublimity Gun Club section of the North Santiam Highway in Marion County, Oregon, which bond was a faithful promise undertaking supplied by the said Warren Northwest Inc., general contractor, for the faithful performance on construction of this section of the Oregon State Highway System, and insured prompt payment to all persons, including this claimant, which did work on the said highway at the instance and request of Ted W. Luben, sub-contractor under the principal company, Warren Northwest, Inc., none of which has been paid.

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September 26, 1960, 6 1/2 hours
September 27, 1960, 6 1/2 hours.

Willie Cereghino
Willie Cereghino

Subscribed and Sworn to before me this 25 day of January, 1961.

John W. Sondered
Notary Public for Oregon
My Commission Expires: 1-27-63

RECEIVED
FEB 6 1961

COMMISSIONERS
K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

8-265(5)
8-220(14)
5618

January 30, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $2,[illegible].50 received from John [illegible], Attorney, in behalf of his client, W. I. Cereghino Construction Co., for labor and equipment rental furnished to Ted [illegible] Luben, subcontractor to Warren Northwest, Inc.

This appears to be in connection with State Highway Contract No. 5618 with Warren Northwest, Inc., for paving and signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

RECEIVED
JAN 31 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB - 2 1961
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

Oregon State Highway Commission
Mr. Floyd Query, Clerk:

Notice is hereby given that the undersigned, Willie Cereghino of the W. L. Cereghino Construction Co has a claim for labor and equipment rental for a Euclid and operator for 127 hours on the following days and number of hours as set forth, and hereby claims the sum of $2095.50 against the bond taken from Warren Northwest Inc., principle, and The Federal Insurance Company, sureties for the construction work on the Lancaster Drive Sublimity Gun Club section of the North Santiam Highway in Marion County, Oregon, which bond was a faithful promise undertaking supplied by the said Warren Northwest Inc., general contractor, for the faithful performance on construction of this section of the Oregon State Highway System, and insured prompt payment to all persons, including this claimant, which did work on the said highway at the instance and request of Ted W. Luben, sub-contractor under the principal company, Warren Northwest, Inc., none of which has been paid.

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September 20, 1960, 8 hours
September 21, 1960, 10 hours
September 22, 1960, 7 hours
September 23, 1960, 8 1/2 hours
September 26, 1960, 6 1/2 hours
September 27, 1960, 6 1/2 hours.

3767
File # 3767

FILED
JAN 31 1961
HOWELL APPLING, JR.

Willie Cereghino
Willie Cereghino

[illegible] and Sworn to before me this 25 day of January, 1961.

John W. Sonderen
Notary Public for Oregon
My Commission Expires: 1-27-62

RECEIVED
JAN 31 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT . 5 1960
FOR FILING

S 265 (8)
S 220 (14)
5618

October 24, 1960

Mr. C. G. Fulk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 274, covering directional signing on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County, Contract No. 5618, in connection with Federal Aid Project Nos. S-265(8), and S-220(14).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

The work consists of stage lighting and signing at the Lancaster Drive Overcrossing. Revision of the lighting and signing was necessary when the overcrossing was opened to traffic. Further revision will be required for completion of the intersection and bridge approaches which will be done as the last stage of construction. The lighting and signs covered under this order are not included in the contract to be installed or removed. It is included in the Special Provisions as extra work and Project Authorization as an anticipated item.

The total estimated amount of the order is $900, with Federal participation of $560.

Your approval of this order, on actual cost basis under the provisions of PPM 21-6.3, is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DHP:ew
Encl.

RECEIVED
SEP 13 1960
FOR FILING

S-265(8)
S-220(14)
5618

September 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County, Contract No. 5618, in connection with Federal Aid Project Nos. S-265(8) and S-220(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
JUL [illegible] 1960
FOR FILING

S-265(8)

5618

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

July 14, 1960

C. G. Polk, Division Engineer
Salem, Oregon

Degree of gloss on enameled aluminum sign boards to be installed on Oregon Projects I-5-5(8)250 and S-265(8)

Reference is made to Mr. Paxson's letter of July 5, 1960 concerning the high degree of gloss that has resulted from the enamel being used by Snook Brothers on aluminum sign boards. These signs are presently being fabricated for installation on the subject projects. Tests have shown a gloss reading of 90 which is somewhat higher than the specified limits of 68 - 73.

As mentioned in Mr. Paxson's letter, representatives of our respective offices made an on-the-job inspection of these signs and it was generally agreed that the signs would be acceptable, with the higher gloss reading, provided all other specifications are adhered to. In view of this, we are agreeable to accepting the signs with gloss readings above the specified limits.

We also feel that it would be desirable to revise future specifications to allow more latitude in the degree of gloss specification, since it is too difficult to meet present specifications and a higher gloss rating is not necessarily undesirable.

Original to Crandall
Copy to Bridge Division
7/15/60.

RECEIVED
JUL - 8 1960
FOR FILING

July 5, 1960

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Hayesville-Battle Creek Section
Pacific Highway
Project I-5-5 (8) 250
Contract No. 5617
and

Lancaster Drive-Sublimity Gun
Club Section
North Santiam Highway
Projects S-265-8 and I-30N-5(9) 372
Contract No. 5596

Dear Mr. Polk:

The above two projects concern finishing and installation of signs, the contracts being held by Snook Brothers. With respect to these projects, and specifically the enameled aluminum sign boards, the specifications prescribe that the degree of gloss of the enamel shall fall within the range of 65-73 when tested on the Photometer. The contractor has the bulk of these signs fabricated preparatory to installation and upon test have shown a gloss reading of 90, which is somewhat higher than the limits prescribed in the specifications.

Visual inspection has been made of these signs by representatives of our respective offices, and on the basis thereof, it is believed that the signs should be accepted, notwithstanding some deviation from the specifications as written. From the standpoint of quality and durability, the higher gloss reading is a plus factor, conversely any gloss tests falling in the lower ranges and approaching a matte finish would be indicative of a less durable product. From the visual aspect, it is very difficult to distinguish with the eye the difference when comparing samples having a spread in gloss reading of as much as 20 points. I would state further that in the light of inspection of the subject signs, consideration is being given to revising specifications for future projects to allow for a somewhat higher gloss rating than is presently called for.

I trust that you concur in the action taken in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

FBC:njc ms

cc: Mr. F. B. Crandall
Mr. Ivan Merchant

RECEIVED
[illegible]
FOR FILING
S 265(8)
F 220(14)
5618

FORM 8-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 11, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5618, awarded March 10, 1960, for paving-signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
APR 1960
FOR FILING

S265(8)
L220(14)
5618

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 11, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5618, awarded March 10, 1960, for paving-signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

da
Encl.

RECEIVED
MAR 15 1960
FOR FILING

S 265(8)
F 220(14)
5618

TRAFFIC SAFETY SUPPLY COMPANY

2636 N.E. SANDY BLVD. PORTLAND 12 OREGON

March 10, 1960

Snook Bros.
Corvallis
Oregon

Gentlemen:

Traffic Safety Supply Co. proposes the following program on the [illegible] of signs for the Hayesville-Battle Creek job and the [illegible]-Sublimity Gun Club job for the Oregon State Highway [illegible] as follows:

1. Snook Bros. to provide Traffic Safety Supply Co. with a purchase order for both jobs complete as detailed and priced below:

(a) HAYESVILLE-BATTLE CREEK JOB (Contract with Oregon State Highway Dept. held by Snook Bros.)

Item	Type	Sq. Ft.	Per Sq. Ft.	Total
13	A	[illegible]	$ 7.2[illegible]	$ 3[illegible].69
14	B	[illegible]	7.3[illegible]	4[illegible].77
15	C&D	[illegible]	3.[illegible]	3[illegible].55
16	SPEC	1[illegible]	3.[illegible]	[illegible]3[illegible].36
17	J	[illegible]	6.6[illegible]	[illegible]
18	A (Special)	27[illegible]	6.[illegible]	[illegible]
				$ 3[illegible].1[illegible].06

(b) LANCASTER DRIVE-SUBLIMITY GUN CLUB SECTION
(Prime contract with Oregon State Highway Dept. held by Warren Northwest, Inc.)

Item	Type	Sq. Ft.	Per Sq. Ft.	Total
4[illegible]	A	1[illegible].5	$ [illegible]	[illegible].33
46	C&D	12[illegible]1.5	3.[illegible]	4[illegible].10
47	E	11[illegible].6	3.[illegible]5	[illegible]
4[illegible]	J	[illegible].8	6.[illegible]	[illegible]
				$ 2[illegible]

2. Should there be changes by the state (additions or deletions) these prices will be adjusted and priced in accordance with the square foot price noted above in 1(A) and 1(B).

3. Traffic Safety Supply Co. will furnish a Performance Bond to Snook Bros. and First National Bank of Corvallis for guaranteed completion of both jobs in accordance with State Highway Specifications and within the time limits allowed.

4. Terms and agreement between Snook Bros. and Traffic Safety Supply Co. for payment of work completed:

   a. Traffic Safety Supply Co. proposes that accounts receivables to be paid to Snook Bros. by the State (see A above) and Warren Northwest, Inc. (see B above) be assigned to the First National Bank in Corvallis which bank will disburse monies received from the State and Warren Northwest, Inc. where signs are involved so that there will be guaranteed payment to Traffic Safety Supply Co. and/or material suppliers, namely, Esna (AGA) and California Metal Enameling Co.

   b. Traffic Safety Supply Co. agrees to pay the interest on monies loaned by the First National Bank to Traffic Safety Supply Co. not to exceed more than 2% of the total amount of the estimated total for signs on these two jobs which at present is calculated at $58,183.36. If the above mentioned 2% is more than the bank charges for this service, Traffic Safety Supply Co. agrees to pay actual bank loan costs. As security for this loan Snook Bros. will assign their accounts receivable from the State and Warren Northwest, Inc. to the First National Bank and Traffic Safety Supply will furnish and pay for a performance bond guaranteeing delivery of signs covered in these two jobs. In consideration of this arrangement Traffic Safety Supply Co. requests that 50% of the total monies due on this order be paid with the purchase order, and the remaining balance be paid Traffic Safety Supply Co. by the First National Bank on presentation of signed Bills of Lading for segments of these jobs delivered and accepted by Snook Bros., when the invoices exceed the original 50% advance payment.

5. In the event that Snook Bros. chooses to purchase the "A" type sign material for one or both of these jobs, let it be understood that Traffic Safety Supply Co. will furnish the

porcelainized aluminum extruded panels and attaching hardware at a price of $4.76 per sq. ft., fob Corvallis, Oregon. It is further understood by both parties that Snook Bros. will purchase from ESNA (AGA) the required reflectorized letters and borders and Snook Bros. will install those ESNA parts on the extrusions, that Snook Bros. will undertake under these circumstances to assume all responsibility for the acceptance of these finished signs by the State Highway Department and assumes responsibility for any damage to the porcelainized aluminum panels once they are in the possession of Snook Bros. The porcelainized aluminum panels themselves will have a ten year guarantee by Cameo and should there be failure in the porcelain within that period of time, California Metal Enameling Co. guarantees to reporcelainize the panels only and assumes no responsibility in disassembly and freight charges.

It is further understood that if Traffic Safety Supply Co. is supplying the "A" Type signs in whole or in part, they will supply the total order.

Traffic Safety Supply Co. agrees to participate in this program in good faith with the hope that all arrangements will be to the complete satisfaction of those concerned.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

R. W. Nelson
General Manager

RWN:er

AGREED TO BY: **Snook Bros.**

By________________________

First National Bank of Corvallis.

By________________________

RECEIVED
MAR 11 1960
FOR FILING

S-265(8)
S-220(14)
5618

A.

March 10, 1960

Warren Northwest, Inc.,
P. O. 5072
Portland 23
Oregon

Gentlemen:

The State Highway Commission on March 10, 1960, awarded to you State Highway Contract #5618 for paving-signing the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

This award was based on your bid of $786,976.00 which was the low bid submitted to the Commission on March 1, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Marchant

24-8305 Mill City-Linn Co. Line 1960
Rock Prod. Proj. on North
#5619 Santiam Hwy.

24-8305

5619

RECEIVED
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FOR FILING

Wm Williams

NOTED
W. C. WILLIAMS

November 1, 1960

Prefix 24-8305

Mill City-Linn County Line
Contract No. 5619

FINAL COST ANALYSIS
Rock-Production
Contractor: Dolan Construction Co.
Resident Engineer: A. Duffy

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Crushed Material	552.26	Cu.Yd.	3.34	3.69	2,041.44	1,844.55
3/4"-1/2" Crushed Material	1,593.42	Cu.Yd.	3.35	3.69	5,885.70	5,337.96
1/2"-1/4" Crushed Material	3,135.60	Cu.Yd.	3.35	3.69	11,579.74	10,504.26
1/4"-#10 Crushed Material	401.18	Cu.Yd.	3.35	3.69	1,479.27	1,343.95
1?4"-0 Crushed Material	2,822.25	Cu.Yd.	3.35	3.69	10,420.69	9,454.54
			Sub Total		31,406.84	28,485.26
Liquidated Damages	25	Day @	$60.00			-1,500.00
Haul Adj.(Favor State)	3,844	Yd.Mi.@	$0.10			-384.40
			Total		$31,406.84	$26,600.86

	Revenue	Cost	LOss	% Loss
Dolan Construction Co.	$26,600.86	$31,406.84	$4,805.98	18.07

DETAIL OF COST - Contract No. 5619

Labor:		
Labor and Supervision	$ 8,976.00	
Tax	840.01	
Health, Welfare and Pension	404.52	$ 10,220.53
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	5,000.00	
Equipment Rental, Hired	8,138.20	
Gas, Oil and Grease	2,181.35	
P.U.C. and License	109.69	
Bond and P.L. & P.D.	323.82	
Small Tools and Misc. Supplies	554.30	
Overhead	2,071.13	
Move In and Freight	1,532.07	
Royalty on Pit	1,275.75	21,186.31
TOTAL COST		$ 31,406.84

CRUSHING BREAKDOWN - Contract No. 5619

	Quantity	Unit	Cost	Unit Cost
Move in and Set up	8,505	Cu. Yd.	1,532.07	0.1801375
Feed Crusher	8,505	Cu. Yd.	8,044.81	0.9458918
Crushing	8,505	Cu. Yd.	9,115.48	1.0717789
Total Crushing	8,505	Cu. Yd.	18,692.36	2.1978082
Load and Haul	8,505	Cu. Yd.	9,729.40	1.1439623
Stockpile	8,505	Cu. Yd.	2,985.08	0.3509794
Total Haul-Place-Stockpile			12,714.48	1.4949417
Total Cost (Crush & Place)	8,505	Cu. Yd.	31,406.84	3.692750

Remarks - Contract No. 5619

This was a "State Project" calling for the production and stockpiling of specified crushed material. Length of project was 30.77 miles. The westerly end of the project was at approximate mile point 60+80, being 10.3 miles easterly of Detroit.

The contract was awarded March 10, 1960, the contractor started moving in June 13th and production started June 17, 1960. Production was completed August 3, 1960 and semi-final estimate was submitted September 7, 1960. The contractor took time out the week of June 27th to July 2nd to crush for the Detroit Lake Park Project.

Mr. Tweitmeyer, accountant for Dolan Construction Company, upon being questioned, agreed that the costs submitted included production of some additional material but felt it would not exceed 1000 yards. The costs were therefore adjusted in accordance with the royalty fee and the resulting figures were used in computation of the project costs.

Production averaged approximately 35 cubic yards per hour which is average production for the equipment used on this project.

Only fair supervision and the overtime penalty contributed to a large loss.

M. N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
OCT [illegible] 1960
FOR FILING

24-8305

5619

October 24, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5619 for the Mill City-Linn County Line Rock Production Project on the North Santiam Secondary Highway in Marion County was completed by the contractor, Dolan Construction Co., on August 3, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $582.39 will be released to the contractor on or after November 3, 1960. The total contract amount is $26,600.86, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contract on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
SEP 22 1960
FOR FILING
[illegible]

5619

September 22, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Dolan Construction Co., on contract #5619 for the Mill City-Linn County Line Rock Production Project on the North Santiam Secondary Highway in Marion County.

This payment, in the amount of $5,476.85, will be released to contractor on or after October 3, 1960. The retained percentage is $804.70.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)—

24-8305

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 9, 1960

Section MILL CITY - LINN COUNTY LINE

Kind of work Rock Production

Highway North Santiam County Marion

Section prefix 24-8305

Contractor Dolan Construction Co.

Contract number 5619

Date of contract March 10, 1960

Specified work days 50

Date work started June 15, 1960

Work days used 75

Project authorization $ 34,419.38

Exclusive of engineering $ 31,971.78

Per cent of time elapsed 150 %

Estimated cost of completed project, exclusive of engineering $ 28,323.17

Estimated per cent ~~overrun~~ or underrun 11.5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $2447.60

Engineering cost to date $ 2249.88, 91.9 %

Date project was completed, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted on Tuesday, A.M., Sept. 7.

FINAL REPORT

NOTED

DIVISION
RECEIVED
SEP 12 1960
NOTED-- ☐ ☑ ☐ ☐ ☑
CE AE ACE COE

Arthur Duffy

NOTED
C. E. PAULSEN

Signed Arthur Duffy

Address Rm. 214, Lab. Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			9000 cy		
Total quantities corrected to date			8504.71 cy		
Estimated quantities moved or placed to date			"		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form E-1—(Rev.)—

24 - 9305

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 3, 1960

Section MILL CITY-LINN COUNTY LINE

Kind of work ROCK PRODUCTION

Highway NORTH SANTIAM County MARION

Section prefix 24-9305

Contractor DOLAN CONST CO

Contract number 5619

Date of contract March 10, 1960

Specified work days 50

Date work started June 15, 1960

Work days used 75

Project authorization $ 34,419.38

Exclusive of engineering $ 31,971.78

Per cent of time elapsed 150 %

Estimated cost of completed project, exclusive of engineering $ 31,971.78

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2447.60

Engineering cost to date $ 2250, 92 %

Date project was completed August 3, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Will submit semifinal estimate next week.

CONSTRUCTION DIVISION
RECEIVED
SEP 6 1960

NOTED

NOTED

Note.
M. N. Juve

Signed Arthur Duffy

Address 214 Laboratory Building, Salem.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			9000 cy		
Total quantities corrected to date			8000 cy		
Estimated quantities moved or placed to date			8000 cy		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
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Friday			
Saturday			

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JUL 2[illegible] 1960
FOR FILING
24-8305

5619

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WILLAMETTE NATIONAL FOREST
POST OFFICE BLDG. (P. O. BOX 1272)
EUGENE, OREGON

IN REPLY REFER TO
2820

July 26, 1960

CONSTRUCTION DIVISION
RECEIVED
JUL 27 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

Our District Ranger at Mill City has advised that you do not plan to mine and crush rock under permit dated February 16, 1960.

The billing for $117 for the maintenance of Breitenbush Road has been canceled and the case is being closed today.

Very truly yours,

D. R. GIBNEY
Forest Supervisor

By Warren M. Pressentin

cc: Mill City

NOTED
FORREST COOPER

EdW - ?

Copy Sent to Walker 7/28
EoB

RECEIVED
JUL 27 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Cooper:

This refers to a special use permit secured for a quarry for use on the Mill City - Linn Co. Line Rock Production contract # 5619. If the Quarry was used, we were to pay the Forest Service for maintenance of the Breitenbush road while used by the contractor. Dolan Constr. Co, contractor, elected to use another source, so this agreement not needed. Nothing further needs to be done.

NOTED
FORREST COOPER

1

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1960

24-8305

5619

SUBJECT:

To: MEMO TO FILE

On this date, Mr. Matusek of the Dolan Construction Company was in this office requesting some help in connection with a rock crushing job that his company has at Coquille and also on the North Santiam.

The Construction Division is to review this matter to see if some adjustment is indicated.

Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards

A

FORM E-133

RECEIVED
APR 11 1960
FOR FILING
[illegible] 505
5619

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 11, 1960

Dolan Construction Co.,
803 Jackson Towers
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5619, awarded March 10, 1960, for the Mill City-Linn County Line Rock Production Project on the North Santiam Secondary Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAR 11 1960

FOR FILING
24-8305

5619

March 10, 1960

Dolan Construction Co.,
P. O. Box 113
Tillamook
Oregon

Gentlemen:

The State Highway Commission on March 10, 1960, awarded to you State Highway Contract #5619 for the Mill City-Linn County Line Rock Production Project on the North Santiam Secondary Highway in Marion County.

This award was based on your bid of $30,145.00 which was the low bid submitted to the Commission on March 1, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

7971-540 Interstate Br.-Oregon 1960
Slough Rdside. Imp.
#5620 (Toll Bridge)

Form E-1—(Rev.)-

7971-540

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2, 1960

Section Interstate Bridge - Oregon Slough

Kind of work Roadside Improvment

Highway Pacific County Multnomah

Section prefix 7971-540

Contractor Aichele Landscaping

Contract number 5620

Date of contract March 10, 1960

Specified work days Completion Date 6/30/60

Date work started March 21, 1960

Work days used

Project authorization $20,809.41

Exclusive of engineering $18,497.35

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $19,364.63

Estimated per cent overrun or underrun 2.88 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1479.78

Engineering cost to date $1480.00, 100 %

Date project was completed June 9, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor performing maintenance, Semi-Final submitted to Division Office on Wednesday.

cc: C. Hazelton
Landscape Engineer

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUL 5 1960
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Signed
John H. Burton, Resident Engineer

Address 2131 SW Scholls Ferry Road, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
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Wednesday			
Thursday			
Friday			
Saturday			

A

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 26 1960
FOR FILING

7921-540

5620

May 26, 1960

Aichele Landscaping
11360 SE Stevens Road
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5620, awarded March 10, 1960, for roadside improvement on the Interstate Bridge-Oregon Slough Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST J. KETCHAM, Chairman
State Highway Commission
CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

1889

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

A

RECEIVED
MAY 26 1960
FOR FILING
797, [illegible]
5620

May 26, 1960

files

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

In response to your letter of May 24, 1960, I am returning herewith two copies of Oregon Cont. No. 5620 awarded by the Oregon Highway Commission to Aichele Landscaping for roadside improvement on the Interstate Bridge.

The subject copies have been executed by members of the Washington Toll Bridge Authority and approved by the office of the Attorney General as to form. One copy of the contract has been retained in this office for our files.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

D B Hedges

By: D. B. HEDGES
Executive Secretary

DBH:hm
Att.

RECEIVED
MAY 26 1960
STATE HIGHWAY [illegible]

RECEIVED
MAY 24 1960

FOR FILING
7971-540
5620

A

May 24, 1960

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Bldg.,
Olympia, Washington

Dear Mr. Hedges:

On April 22, 1960, we sent to you three copies of a contract that was awarded on March 10, 1960, by the Oregon Highway Commission to Aichele Landscaping, for roadside improvement on the Interstate Bridge-Oregon Slough Section of Pacific Highway between Portland, Oregon, and Vancouver, Washington. This contract carries the number #5620.

These three copies of this contract #5620 were sent to you to be executed by the Washington Toll Bridge Authority, and when this had been done, to return two copies (including the one stamped "Office Copy") to this office for further handling. The third copy was for your records and files of the Washington Toll Bridge Authority. Also, a certified copy to be supplied Mr. William A. Bugge, Director of Highways, as soon as the two copies had been executed by you and returned to this office.

May we look for an early return of these contract copies in order that we may complete the processing from here.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Mr. William A. Bugge
Director of Highways
Transportation Bldg.,
Olympia, Washington

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FOR FILING
[illegible]
[illegible]

1

April 22, 1960

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Bldg.,
Olympia, Washington

Dear Mr. Hedges:

Attached are three copies of a contract that was awarded on March 10, 1960, by the Oregon Highway Commission to Aichele Landscaping, for roadside improvement on the Interstate Bridge-Oregon Slough Section of Pacific Highway between Portland, Oregon, and Vancouver, Washington. This contract has been given the number #5620.

You will note that all three copies have been executed by the contractor as to Contract and Bond, and are now ready for the execution of the Washington Toll Bridge Authority. The Bond has been approved by the State Insurance Commissioner of Oregon as disclosed by his signature on the copy stamped "Office Copy", as well as the "Copy" for your files.

Please have all three copies of this Contract-Bond executed by the Washington Toll Bridge Authority and when this has been done, return two copies (including the one stamped "Office Copy") to this office for further handling. The third copy you may keep for the records and files of the Washington Toll Bridge Authority.

We will supply Mr. William A. Bugge, Director of Highways, a certified copy of this Contract and Bond as soon as the two copies have been executed by you and returned to this office.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. William A. Bugge
Director of Highways
Transportation Bldg.,
Olympia, Washington

A

RECEIVED
MAR 11 1960
FOR FILING
7771-543
5620

March 10, 1960

Mr. Solomon Aichele
11360 SE Stevens Road
Portland
Oregon

Dear Sir:

The State Highway Commission on March 10, 1960, awarded to you State Highway Contract #5620 for roadside improvement on the Interstate Bridge-Oregon Slough Section of Pacific Highway in Multnomah County.

This award was based on your bid of $18,377.25 which was the low bid submitted to the Commission on March 1, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. E. Savage (SHEC)
Mark Astrup

ALBERT D. ROSELLINI, Governor
Chairman of Authority
CLIFF YELLE, State Auditor
FRANCIS PEARSON, Chairman
Public Service Commission
ERNEST J. KETCHAM, Chairman
State Highway Commission
CHARLES HODDE, Director
Department of General Administration

STATE OF WASHINGTON

THE SEAL OF THE STATE OF WASHINGTON 1889

WASHINGTON TOLL BRIDGE AUTHORITY
TRANSPORTATION BUILDING
OLYMPIA, WASHINGTON

W. A. BUGGE, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

RECEIVED
FEB 9 1960
FOR FILING
7971-540
5620

February 8, 1960

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Re: Vancouver-Portland Interstate Bridge
Landscaping Contract

Dear Sir:

Reference is hereby made to your letter of February 2 advising that you propose to advertise the completion of the landscaping of the Vancouver-Portland Interstate Toll Bridge for the opening of bids on March 1, 1960.

Please be advised that your proposed schedule of advertising the project on March 1 is acceptable to this office. Likewise we concur in your expression with respect to the removal and disposal of the engineers' office building and that subsequently the engineers required to supervise the landscaping contract will be housed in the basement of the administration building for the subject period.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

D. B. Hedges

By: D. B. HEDGES
Executive Secretary

DBH:hm
cc: W. A. Bugge
Geo. Rogers

NOTED
G. S. PAXSON

RECEIVED
FEB - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to
Merchant

RECEIVED
FEB 9 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB - 4 1960
FOR FILING

February 2, 1960

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Mr. W. A. Bugge, Director
Washington Department of Highways
Transportation Building
Olympia, Washington

Gentlemen:

We propose to advertise the completion of the landscaping of the Interstate Bridge between Portland and Vancouver for the opening of bids on March 1, 1960. Our estimate of cost for the project is $25,000. This should be the last contract on this project. This covers the landscaping around the headquarters building and toll plaza which could not be done prior to the completion of the work in that area. May I have your approval of the advertisement of this project.

In connection with this it will be necessary to remove and dispose of the building used by our engineering force during construction. I propose to have our Property Management Section advertise the building for sale - where and as is - with the requirement that it be removed from the site by March 31. We will have to keep a small force - probably one man - on this job to complete the painting. There is ample room for him in the basement of the headquarters building for the period in which we will need his services.

I would ask your approval of this arrangement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gn

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

I-80N-2(14)20 Corbett Interch. (U'Xing 1960
struc., grad., pav., &
#5621 signing) Col. R. Hwy.

RECEIVED
FEB 5 - 1965

FOR FILING

Salem, Oregon
February 3, 1965

Mr. [illegible]
Maintenance Engineer

I attach hereto Lachman's January 22 report of porcelain enamel sign failures. I have instructed [illegible] at the lab to take the following steps:

1. To determine by use of the [illegible], by means of a series of tests on those signs we know to be satisfactory, what the normal color reading should be.

2. To establish by a further test or tests what the maximum fading should be at the end of the [illegible]-year period. This would be primarily based on readings on material which we consider to be unfit for further use.

3. To determine by tests the readings on the signs which Lachman reported as unsatisfactory.

4. To determine where they fall in the sliding scale established under Points 1 and 2 above.

5. To give me the data which will then be turned over to the Legal Division for such action as is necessary.

6. A separate category of failure will include the enameled boards which are [illegible]. They can be [illegible] one at a [illegible] unit of [illegible]. [illegible] will establish and submit for my approval a list [illegible] determining failure of a [illegible] board. This will require [illegible] with the [illegible] of whether or not a board which has [illegible] fails to deliver the sign message which it was designed to impart.

Attachment

[illegible]
Assistant State Highway Engineer

[illegible]

cc [illegible]
[illegible]
[illegible] (Enc.)
[illegible] (Enc.)
[illegible]
[illegible]
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert N Bothman

R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

FORM E-90 25M 9-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 20, 1965

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. George Rohde
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION Sandy River-Multnomah Falls
HIGHWAY Columbia River US30 I-80-N
CONTRACT NO. 5621 GUARANTEE NO. 11
CONTRACTOR Gibbons and Reed

MANUFACTURER California Metal Enameling Co.
6904 E. Slauson Ave.
Los Angeles, Calif.

DATE MANUFACTURED 1960

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE REPORTED
D-1-60	S 53	740+15	EXIT	October 1963
D-1-60	S 53	754+20	EXIT	May 1964
D-1-60	S 54	1055+30	EXIT	October 1964
7	S 53	Interchange	CORBETT HOOD RIVER	October 1964
9	S 53	Interchange	PORTLAND HOOD RIVER	October 1964
10	S 53	Interchange	PORTLAND FRONTAGE RD	October 1964
11	S 53	Interchange	PORTLAND CORBETT	October 1964

Fading and discoloration are the cause of all reported failures.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards
Traffic Engineer
Maintenance Engineer
Division Engineer Div. I

RECEIVED
DEC 2 - 1963

FOR FILING

I 80N-2(14)

5621

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION Sandy River - Multnomah Falls

HIGHWAY Columbia River US30 I-80-N

CONTRACT NO. 5621 GUARANTEE NO. II

CONTRACTOR Gibbons & Reed

MANUFACTURER California Metal Enameling Co.
6904 E. Slawson Ave.
Los Angeles, Calif.

DATE MANUFACTURED 1960

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE*
D-1-60	53	740+15	EXIT	Discoloration of Panels 4 & 5

* Panels are numbered from the top down

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAR 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-RN 3(14) 20

5621

9

March 25, 1963

Union Pacific Railroad Company
Transportation Division
Accounting Department
Omaha 2, Nebraska

Attention: C. D. Mayer
Auditor of General and Station Claims

Gentlemen:

In reference to your letter of March 13, 1963, regarding final payment of the costs incurred in connection with Contract No. 5621, your file No. G 13-0. You have stated that the amount billed represented only 90% of the total expense on this project and have requested additional payment of $883.68.

Our investigation has convinced us that these bills were for 100% of the cost. The hourly rates for labor have been compared to your final bill on work order No. S-4806 and were found to be equal. The hours worked were checked to the daily report of labor and material used and found to be equal. We are, therefore, unable to concur with your request for additional compensation on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Auditor

CHM:jc

cc: Forrest Cooper✓
R. L. Porter

RECEIVED
MAR 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

UNION PACIFIC RAILROAD COMPANY

FORM T-260
1-63-50M

TRANSPORTATION DIVISION — ACCOUNTING DEPARTMENT

E. M. KERRIGAN, GENERAL AUDITOR
H. J. BEARSS, SENIOR ASSISTANT GENERAL AUDITOR
E. R. MILLER, ASSISTANT GENERAL AUDITOR

A. O. MERCER, AUDITOR OF DISBURSEMENTS
C. D. MAYER, AUDITOR OF GENERAL AND STATION ACCOUNTS
D. M. HARRIMAN, AUDITOR OF MISCELLANEOUS ACCOUNTS
R. C. PRETTI, DIRECTOR OF COST AND ECONOMIC RESEARCH

L. C. CHAMBERLIN, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
G. E. JENSEN, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA.

March 13, 1963

C 13-0

Oregon State Highway Department,
State Highway Building,
Salem, Oregon.

Gentlemen:

This refers to my letter dated February 18, 1963, file C 13-0 and your "Claim, State Highway Fund," dated February 8, 1963, in amount of [illegible], covering agreement No. 544, contract No. 5621, Est. No. 3 Final.

Further investigation reveals that charges as billed under work order [illegible] represented only 90% proportion of total expense and the 10% Union Pacific proportion deducted on your claim was actually covered by Union Pacific Work Order 7262-OW. Therefore, amount of $921.68 representing this 10% is payable to the Union Pacific Railroad Company.

Also, on your "Claim, State Highway Fund" exception was taken in amount of $960.00 less Union Pacific share of $98.00. Inasmuch as the Union Pacific proportion of expense was not included on these bills, you should have received credit for the total amount of $960.00.

With concurrence of the above adjustments, please submit "Claim, State Highway Fund" in amount of $863.68 for further handling.

Yours truly,

C. D. MAYER

RECEIVED
MAR 1[illegible] 1963
OREGON
STATE HIGHWAY COMMISSION

original to
Duane Wolf-bldg
3-18-63

RECEIVED
MAR 1 8 1963
FOR FILING

UNION PACIFIC RAILROAD COMPANY

FORM T-260
1-63-50M

TRANSPORTATION DIVISION — ACCOUNTING DEPARTMENT

E. M. KERRIGAN, GENERAL AUDITOR
H. J. BEARSS, SENIOR ASSISTANT GENERAL AUDITOR
E. R. MILLER, ASSISTANT GENERAL AUDITOR

A. O. MERCER, AUDITOR OF DISBURSEMENTS
C. D. MAYER, AUDITOR OF GENERAL AND STATION ACCOUNTS
D. M. HARRIMAN, AUDITOR OF MISCELLANEOUS ACCOUNTS
R. C. PRETTI, DIRECTOR OF COST AND ECONOMIC RESEARCH

L. C. CHAMBERLIN, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
G. E. JENSEN, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA.

5621

March 13, 1963

G 13-0

Oregon State Highway Department,
State Highway Building,
Salem, Oregon.

Gentlemen:

This refers to my letter dated February 18, 1963, file G 13-0 and your "Claim, State Highway Fund," dated February 8, 1963, in amount of $487.51, covering agreement No. 544, contract No. 5621, Est. No. 3 Final.

Further investigation reveals that charges as billed under work order S-4823 represented only 90% proportion of total expense and the 10% Union Pacific proportion deducted on your Claim was actually covered by Union Pacific Work Order 7222-OW. Therefore, amount of $921.68 representing this 10% is payable to the Union Pacific Railroad Company.

Also, on your "Claim, State Highway Fund" exception was taken in amount of $380.00 less Union Pacific share of $38.00. Inasmuch as the Union Pacific proportion of expense was not included on these bills, you should have received credit for the total amount of $380.00.

With concurrence of the above adjustments, please submit "Claim, State Highway Fund" in amount of $883.68 for further handling.

Yours truly,

C. D. MAYER

RECEIVED
MAR 1 8 1963
OFFICE OF
[illegible]

RECEIVED
MAR 1 [illegible] 1963
OREGON
STATE HIGHWAY COMMISSION

original to
Duani Wolf-bldg
3-18-63
ms

RECEIVED
JAN 21 1963
FOR FILING

I-80N-2(14)20

5621

Salem, Oregon
January 17, 1963

Mr. L. H. Young
Office Engineer
Building

BPR Memorandum in Regard
to Project I-80N-2(14)20
Sandy River-Multnomah Falls
Section (Structures)
Voucher No. 2 - Final
Net Amount Claimed $53,379

Herewith is a memorandum regarding the subject project. You will note that there is a net deduction of $4,610, a sizable amount of which stems from "work prior to authorization". There seems to be a state-wide rash of this work prior to authorization; and I cannot help but believe that there has been, in some cases, verbal or other means of authorization that does not show on the record.

Please check this carefully.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 15, 1963

By:

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

L. R. Backlund
Administrative Manager

Oregon Project I-80N-2(14)20
Sandy River-Multnomah Falls Section (Structures)
Voucher No. 2 - Final
Net amount claimed $53,379.00

The subject voucher has been approved in the reduced amount of $48,769.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Items 1 to 5 inclusive:

Total amount of deduction	$4,989.63
Federal-aid pro-rata	92.39%
Net deduction in even dollars	$4,610.00

In the event you disagree with the deductions made, it will be necessary to present a re-claim in accordance with Instructional Memorandum 4-1-61.

Attachments

RECEIVED
JAN 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1961
FOR FILING

I-80N-2(14)20
5621

April 18, 1961

Continental Casualty Co.,
Seattle Branch Office
Surety Department
105 Cobb Bldg.,
Seattle 1, Washington

Gentlemen: /E

State Highway contract #5621 for the Corbett Interchange structure-grading-paving-signing on the Sandy River-Multnomah Falls Section of the Columbia River Highway in Multnomah County was completed by the contractor, Gibbons & Reed Co., on February 28, 1961, and was formally accepted by the Highway Commission on March 10, 1961.

Final payment in the amount of $18,977.64 will be released to the contractor on or after April 28, 1961. The total contract amount is $317,184.91, of which amount $1,137.01 represents force account items.

You have been previously notified that claims have been filed against this contract, oneof which has been satisfied.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4, Illinois

cc: Gibbons & Reed Co.,
P. O. Box 4989
Portland 13
Oregon

RECEIVED
MAR 24 1961
FOR FILING
I-80N-2(14)20
Contract.
5621

March 23, 1961

Mr. C. H. [illegible], Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Railroad Reimbursable Bills

Dear Sir:

It has just been called to my attention that four structural contracts involving work on or near the Union Pacific Railroad Company's right of way and upon which railroad reimbursable costs were incurred have been completed, but billings of these costs have not been received from the Union Pacific Railroad Company. These contracts are as follows:

1. Contract #5562 with C. J. Montag and Sons for Reconstruction of the Union Avenue Bridge over the T. H. Banfield Freeway in Portland. The contract was completed on January 24, 1961 and accepted by the Highway Commission as complete on March 10, 1961. To date we have Union Pacific bills through the month of May 1960. We need the Railroad bills from June 1960 through to the contract completion date.

2. Contract #5763 with C. J. Montag and Sons for construction of the Tillamook Street Partial Viaduct on Interstate Avenue in Portland. Contract was completed on January 31, 1961 and accepted by the Highway Commission as complete on March 10, 1961. We have received no Railroad bills to date on this work.

3. Contract #5424 with the Schrader Construction Company for the Grande Ronde River Bridges on the Old Oregon Trail Highway in

Union County. Work on the contract was completed on January 27, 1961 and accepted by the Highway Commission on March 10, 1961 as complete. We have the Railroad Company bills for work done to March 31, 1960. Before we can final the contract, we will have to have, for review, the Railroad Company bills for April 1960 through to the contract completion date.

4. Contract #5621 with Gibbons & Reed for construction of the Corbett Interchange on the Columbia River Highway in Multnomah County. Work on this contract was completed February 28, 1961 and accepted as complete by the Highway Commission on March 10, 1961. We have Railroad bills through July 1960. Before we can make final settlement with the contractor, we will need, for review, the Railroad bills from August 1960 through to the contract completion date.

In all of these contracts the contractor is responsible for flagmen and watchmen services provided by the Railroad, and, although we pay the Railroad directly for the costs, these payments are deducted from the contractors' estimates. We are in the embarrassing position of holding up final payment to the contractors on projects which have been completed and are acceptable. We would greatly appreciate your attention to this and billings to us as soon as practicable.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

cc to: Mr. John A. Bunjer
Mr. R. M. Brown

Mr. W. C. Williams
Mr. Ivan D. Merchant

FORM E 10 50M 7-60 29305

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1961

SUBJECT: Union Pacific
Railroad Billing

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

We have four (4) contracts all involving grade separation work with the Union Pacific Railroad Company which are completed but on which we can not make final settlement with the contractor because the Union Pacific Railroad Company is not up to contract completion date with their billing.

In all four (4) cases the specifications require that the contractor be billed for the Protective Services furnished by the Railroad Company. The four (4) contracts are as follows:

1. Contract #5562 with C. J. Montag and Sons for Reconstruction of the Union Avenue Bridge over the T. H. Banfield Freeway in Portland. The contract was completed on January 24, 1961, and accepted by the Highway Commission as complete on March 10, 1961. To date we have Union Pacific bills on this work through the month of May 1960. We need the Railroad bills from June 1960 through to the contract completion date.

2. Contract #5763 with C. J. Montag and Sons for construction of the Tillamook Street Partial Viaduct on Interstate Avenue in Portland. Contract was completed January 31, 1961, and accepted by the Highway Commission as complete on March 10, 1961. We have received no Railroad bills to date on this work.

3. Contract #5424 with Schrader Construction Company for the Grande Ronde River Bridges on the Old Oregon Trail Highway in Union County. Work on the contract was completed on January 27, 1961, and accepted by the Highway Commission as complete on March 10, 1961. We have the Railroad Company bills for work done to March 31, 1960. Before we can final the contract, we will have to have, for review, the Railroad Company bills for April 1960 through to the contract completion date.

4. Contract #5621 with Gibbons & Reed for construction of Corbett Interchange on the Columbia River Highway in Multnomah County. Work on this contract was completed February 28, 1961, and accepted as complete by the Highway Commission March 10, 1961. We have Railroad bills through July 1960. Before we can make final settlement with the contractor, we will need, for review, the Railroad bills from August 1960 through to the contract completion date.

In all instances mentioned above, I have requested the Union Pacific Company by letter to expedite the final bills so that we would not have to delay final settlement with the contractor. The requests we have made do not seem to be producing the necessary bills. This matter is directed to your attention because I know we are getting in bad with the contractors for holding up their final payment, and the hope that you can exert some pressure on the Union Pacific Company to produce the necessary bills at the earliest possible date.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

CAG:nk

RECEIVED
MAR 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 1961
FOR FILING

Mrs Cook

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80N-2(14) 20
5621

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 1, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: Corbett Station U'Xing
Contract #5621
FAP No. I-80N-2(14)20

Dear Sir:

Gibbons & Reed Company completed work on the Corbett Interchange Undercrossing on the Columbia River Highway in Multnomah County, Contract #5621, FAP No. I-80N-2(14)20, on February 28, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

NOTED ON CARD

cc: J. W. Nash
Floyd Query ✓
D. B. Parkes

Contract 5481

2-20-61

RECEIVED
MAR 2 1961
FOR FILING

2-81

Monthly Transaction No.	For -2 (9-) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No.	**FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
		Project No. I-80N-2(14)20

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Corbett Undercrossing and Bridal Veil Undercrossing (Extension) Structures.

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering	6-5-57	----
Rights-of-Way		
Construction	4-17-59	0.0
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 478,657	Federal funds $ 439,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ XX C. G. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer February 20, 1961

December 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Sandy River-Multnomah Falls Section, Project No. I-80N-2(14)20.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(14)20

SANDY RIVER-MULTNOMAH FALLS SECTION (STRUCTURES)
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 21, 1960

Type Code P.E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code X781
Bridal Veil Undercrossing (Sta. 1062+85.11)(Contract 5481)

Demolish Existing Ramp	All Required		7,850.00
Signs Barricade and Lights Per Plan	All Required		2,850.00
Structural Excavation	700 cu.yds.	$ 4.25	2,975.00
Furnish Treated Timber Piles	6,140 lin.ft.	0.96	5,894.40
Drive Piles	148 only	26.00	3,848.00
Class "A" Concrete (591 cu.yds. at $61.75+)	All Required		36,500.00
Metal Reinforcement (127,000 lbs. at $0.133+)	All Required		16,900.00
Metal Handrail	556 lin.ft.	8.50	4,726.00
Concrete Slab Riprap	115 sq.yds.	9.00	1,035.00
8-inch Metal Drain Pipe	100 lin.ft.	4.25	425.00
70-foot Prestressed Concrete Beams	12 only	1,790.00	21,480.00
			$104,483.40
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Signing (Temporary)	All Required		3,000.00
			$109,483.40

Type Code X931
Corbett Interchange (Sta. 746+99)(Contract No. 5621)

STRUCTURES:

Signs, Barricades and Lights	All Required		$ 1,150.00
Shoring, Cribbing, Etc.	All Required		1,150.00
Structural Excavation	1,900 cu.yds.	$ 2.00	3,800.00
Structural Excavation Below Elevation Shown	300 cu.yds.	4.60	1,380.00
Furnish Steel Piling	1,150 lin.ft.	4.60	5,290.00
Drive Piles	23 only	69.00	1,587.00
Splice Steel Piles	5 only	35.00	175.00
Class "A" Concrete (1,850 cu.yds.)	All Required		120,064.00

Class "A" Concrete in Retaining Walls (760 cu.yds.)	All Required	$	$ 40,068.00
Metal Reinforcement (473,500 lbs.)	All Required		60,070.00
Structural Steel (75,000 lbs.)	All Required		22,000.00
Metal Parapet Railing	458 lin.ft.	4.50	2,061.00
Concrete Slab Riprap	120 sq.yds.	8.00	960.00
6-inch Standard Steel Pipe	58 lin.ft.	13.00	754.00
			$260,509.00

ROADWORK:

Drainage Excavation, Unclassified	120 cu.yds.	$ 4.70	$ 564.00
Embankment in Place	3,300 cu.yds.	1.80	5,940.00
12-inch Concrete Pipe	350 lin.ft.	3.00	1,050.00
8-inch Corrugated Metal Pipe	240 lin.ft.	2.20	528.00
12-inch Corrugated Metal Pipe	270 lin.ft.	3.40	918.00
Concrete Manholes	1 only	260.00	260.00
Concrete Inlets, Type G-1	1 only	126.00	126.00
Concrete Inlets, Type CG-1	3 only	86.00	258.00
Concrete Curbs	64 cu.yds.	40.00	2,560.00
Concrete Surfacing	200 sq.yds.	3.00	600.00
Metal Guard Rail	1,800 lin.ft.	2.25	4,050.00
Metal Median Barrier	300 lin.ft.	3.36	1,008.00
Salvaging and Reinstalling Guard Rail	1,600 lin.ft.	1.00	1,600.00
Paddle Board Guide Posts, Type W-1	5 only	11.00	55.00
Paddle Board Guide Posts, Type Y-2	7 only	12.00	84.00
Paddle Board Guide Posts, Type Y-3	1 only	12.00	12.00
Type 2 Fence	50 rods	5.50	275.00
Coarse Crushed Material in Base	1,900 cu.yds.	3.60	6,840.00
3/4" - 0 Material in Base	460 cu.yds.	4.00	1,840.00
Sprinkling	60 M-gals.	4.50	270.00
Class "B" Asphaltic Concrete	1,200 tons	6.75	8,100.00
Asphaltic Concrete Traffic Markers	20 lin.ft.	1.00	20.00
			$ 36,958.00
Work by UPRR Co. (OWRR & N Co.)	All Required		4,800.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Signing (Temporary)	All Required		500.00
			$304,767.00
	Subtotal		414,250.40
	10% Engr. & Cont.		41,424.60
	Total		$455,675.00

Type Code X002
Signing (Sta. 746+99)(Sta. 1062+85.11)(Contract 5621)

Removal of Existing Sign Installation	All	Required	$	$ 100.00
Furnish Steel Piling	295	lin.ft.	6.60	1,947.00
Drive Steel Piles	20	only	70.00	1,400.00
Metal Sign Posts in Place	All	Required		1,015.00
Metal Sign Supports in Place	All	Required		273.00
Wood Posts in Place	All	Required		737.00
Type "A" Signs in Place	858	sq.ft.	9.00	7,722.00
Type "B" Signs in Place	18	sq.ft.	9.00	162.00
Type "C" and "D" Signs in Place	498	sq.ft.	5.00	2,490.00
Type "E", "F" and "G" Signs in Place	96	sq.ft.	5.00	480.00
Type "J" Signs in Place	2.2	sq.ft.	10.00	22.00
	Subtotal			$ 16,348.00
	10% Engr. & Cont.			1,634.00
	Total			$ 17,982.00

Length of 2 Structures - - - - - - - - - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	RR Funds
Preliminary Engineering	$ 5,000.00	$ 4,000.00	$ 1,000.00	$ - -
Structures	455,675.00	419,000.00	35,085.00	1,590.00
Signing	17,982.00	16,000.00	1,982.00	- -
	$478,657.00	$439,000.00	$ 38,067.00	$ 1,590.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds for Maint: Chap. 529, Laws 1939

CORBETT UNDERCROSSING

PROJECT I-80N-2(14)20

SUMMARY OF RAILROAD FUNDS REQUIRED ON BASIS OF 10% BENEFIT

Cost of proposed structure. Portion over RR

Structural Excavation	55 cu.yds.	$ 2.00	$ 110.00
Class "A" Concrete	276 cu.yds.	64.90	17,912.40
Metal Reinforcement	75,068 lbs.	0.127	9,533.64
Metal Parapet Railing	196 lin.ft.	4.50	882.00
			$28,438.04

Estimated cost of embankment if no RR present

Theoretical Embankment Cost	$12,502.55
Difference in cost	$15,935.49
10% RR Benefit	$ 1,593.55
USE	1,590.00

SANDY RIVER-MULTNOMAH FALLS SECTION (STRUCTURES)

PROJECT NO. I-80N-2(14)20

Estimated cost of work by OWRR & N. Company (UPRR Co.)

Furnish labor and material to temporarily relocate and restore signal and communication lines		$4,880.00
	USE	$4,800.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(14)20

SANDY RIVER-MULTNOMAH FALLS SECTION (STRUCTURES)

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.

Salem, Oregon, April 10, 1959

Type Code P. E.

Preliminary Engineering	All Required	$	$ 5,000.00

Type Code X781
Bridal Veil Undercrossing (Sta. 1062+85.11)

Demolish Existing Ramp	All	Required	$	$ 15,000.00
Signs, Barricade and Lights Per Plan	All	Required		10,000.00
Structural Excavation	700	cu. yds.	8.00	5,600.00
Furnish Treated Timber Piles	6,140	lin. ft.	1.25	7,675.00
Drive Piles	148	only	60.00	8,880.00
Class "A" Concrete	All	Required		41,370.00
Metal Reinforcement	All	Required		16,510.00
Metal Handrail	556	lin. ft.	12.00	6,672.00
Concrete Slab Riprap	115	sq. yds.	7.00	805.00
8-inch Metal Drain Pipe	100	lin. ft.	4.00	400.00
70-foot Prestressed Concrete Beams	12	only	1,330.00	15,960.00
				$128,872.00
Flagging (57½% of Contractor's Cost)	All	Required		2,000.00
Signing (Temporary)	All	Required		3,000.00
	Subtotal			$133,872.00
	10% Engr. & Cont.			13,387.20
		Total		$147,259.20

Length of 1 Structure - - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 4,000.00	$ 1,000.00
Structures	147,259.20	136,000.00	11,259.20
	$152,259.20	$140,000.00	$ 12,259.20

Federal Aid
Project No. I-80N-2(14)20

Oregon State Highway Department

SANDY RIVER-MULTNOMAH FALLS SECTION (STRUCTURES)
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, January 27, 1960

Type Code P.E.

Preliminary Engineering	All Required	$	$ 5,000.00

Type Code X781
Bridal Veil Undercrossing (Sta. 1062+85.11)(Contract No. 5481)

Demolish Existing Ramp	All Required	$	$ 7,850.00
Signs, Barricade and Lights per plan	All Required		2,850.00
Structural Excavation	700 cu. yds.	4.25	2,975.00
Furnish Treated Timber Piles	6,140 lin. ft.	0.96	5,894.40
Drive Piles	148 only	26.00	3,848.00
Class "A" Concrete (591 Cu.Yds. at $61.75+)	All Required		36,500.00
Metal Reinforcement (127,000 Lbs. at $0.133+)	All Required		16,900.00
Metal Handrail	556 lin. ft.	8.50	4,726.00
Concrete Slab Riprap	115 sq. yds.	9.00	1,035.00
8-inch Metal Drain Pipe	100 lin. ft.	4.25	425.00
70-foot Prestressed Concrete Beams	12 only	1,790.00	21,480.00
			$104,483.40
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Signing (Temporary)(State Force)	All Required		3,000.00
			$109,483.40

Type Code X931
Corbett Interchange (Sta. 746+99)

STRUCTURE:

Signs, Barricades and Lights	All Required	$	$ 2,000.00
Shoring, Cribbing, Etc.	All Required		8,000.00
Structural Excavation	1,900 cu. yds.	4.00	7,600.00
Structural Excavation Below Elevation Shown	300 cu. yds.	5.00	1,500.00
Furnish Steel Piling	1,150 lin. ft.	5.00	5,750.00
Drive Piles	23 only	80.00	1,840.00
Splice Steel Piles	5 only	45.00	225.00
Class "A" Concrete (1,850 Cu.Yds. at $68.00)	All Required		125,800.00
Class "A" Concrete in Retaining Walls (760 Cu.Yds. at $58.00)	All Required		44,080.00
Metal Reinforcement (473,500 Lbs. at $0.135)	All Required		63,922.50

Structural Steel (75,000 Lbs. at $0.23)	All Required	$	$ 17,250.00
Metal Parapet Railing	458 lin. ft.	5.50	2,519.00
Concrete Slab Riprap	120 sq. yds.	8.00	960.00
6-inch Standard Steel Pipe	58 lin. ft.	9.00	522.00
			$281,968.50

ROADWORK:

Drainage Excavation, Unclassified	120 cu. yds.	$3.00	$ 360.00
Embankment in Place	3,300 cu. yds.	1.50	4,950.00
12-inch Concrete Pipe	350 lin. ft.	2.50	875.00
8-inch Corrugated Metal Pipe	240 lin. ft.	2.50	600.00
12-inch Corrugated Metal Pipe	270 lin. ft.	3.75	1,012.50
Concrete Manholes	1 only	350.00	350.00
Concrete Inlets, Type G-1	1 only	95.00	95.00
Concrete Inlets, Type CG-1	3 only	100.00	300.00
Concrete Curbs	64 cu. yds.	50.00	3,200.00
Concrete Surfacing	200 sq. yds.	5.50	1,100.00
Metal Guard Rail	1,800 lin. ft.	3.00	5,400.00
Metal Median Barrier	300 lin. ft.	4.50	1,350.00
Salvaging and Reinstalling Guard Rail	1,600 lin. ft.	2.50	4,000.00
Paddle Board Guide Posts, Type W-1	5 only	6.00	30.00
Paddle Board Guide Posts, Type Y-2	7 only	8.00	56.00
Paddle Board Guide Posts, Type Y-3	1 only	10.00	10.00
Type 2 Fence	50 rods	6.50	325.00
Coarse Crushed Material in Base	1,900 cu. yds.	3.00	5,700.00
3/4" - 0 Material in Base	460 cu. yds.	3.25	1,495.00
Sprinkling	60 M-gal.	3.00	180.00
Class "B" Asphaltic Concrete	1,200 tons	7.50	9,000.00
Asphaltic Concrete Traffic Markers	20 lin. ft.	1.00	20.00
			$ 40,408.50
Work by UPRR Co. (OWRR & N Co.)	All Required		15,000.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Signing (Temporary)			500.00
			$ 57,908.50
	Subtotal		$449,360.40
	10% Engr. & Cont.		44,935.60
	Total		$494,296.00

Type Code Y002
Signing (Sta. 746+99)(Sta. 1062+85.11)

Removal of Existing Sign Installation	All Required	$	$ 300.00
Furnish Steel Piling	295 lin. ft.	7.00	2,065.00
Drive Steel Piles	20 only	85.00	1,700.00
Metal Sign Posts in Place	All Required		930.00
Metal Sign Supports in Place	All Required		600.00
Wood Posts in Place	All Required		1,938.00
Type "A" Signs in Place	858 sq. ft.	9.00	7,722.00
Type "B" Signs in Place	18 sq. ft.	9.00	162.00

Type "C" and "D" Signs in Place	498 sq. ft.	$5.50	$ 2,739.00
Type "E", "F" and "G" Signs in Place	96 sq. ft.	6.00	576.00
Type "J" Signs in Place	2.2 sq. ft.	6.00	13.20
	Subtotal		$ 18,745.20
	10% Engr. & Cont.		1,874.80
	Total		$ 20,620.00

Length of 1 Structure- - - - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	RR Funds
Preliminary Engineering	$ 5,000.00	$ 4,000.00	$ 1,000.00	
Structures	494,296.00	454,000.00	38,526.00	$1,770.00
Signing	20,620.00	18,000.00	2,620.00	
	$519,916.00	$476,000.00	$42,146.00	$1,770.00

CORBETT UNDERCROSSING

PROJECT I-80N-2(14)20

SUMMARY OF RAILROAD FUNDS REQUIRED ON BASIS OF 10% BENEFIT

Cost of proposed structure. Portion over RR

General Excavation	55 cu. yds.	$4.00	$ 220.00
Class "A" Concrete	276 cu. yds.	68.00	18,768.00
Metal Reinforcement	75,068 lbs.	0.135	10,134.18
Metal Parapet Railing	196 lin. ft.	5.50	1,078.00
			$30,200.18

Estimated cost of embankment if no RR present

Theoretical Embankment Cost	$12,502.55
Difference in cost	$17,697.63
10% RR Benefit	$ 1,769.76
USE	$ 1,770.00

RECEIVED
FEB 17 1961
FOR FILING

I-80N-2(14)20
5621

February 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the Corbett Undercrossing and Bridal Veil Undercrossing (Extension) Section, Project Number I-80N-2(14)20.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

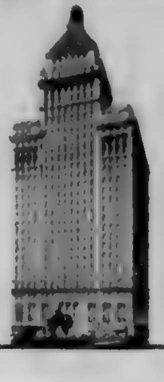
DAR:bb

RECEIVED
FEB 7 1961
FOR FILING

EDWIN H. FORKEL PRESIDENT
ROY TUCHBREITER CHAIRMAN OF THE BOARD
WILLARD N. BOYDEN VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE, 310 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS



I-80N-2(14)-20

5621

February 3, 1961

State Of Oregon
State Highway Department
Salem, Oregon

Attention: Floyd Query, Secretary
Oregon State Highway Commission

Dear Sir:

Bond #2113763
Gibbons & Reed Company -to-
State Of Oregon
Corbett Interchange, Sandy River-
Multnomah Falls, Section, Columbia
River Highway

This will acknowledge receipt of your letter of January 26, 1961 advising a claim has been submitted by the Traffic Safety Supply Company, in the amount of $11,744.21.

We are contacting our principal concerning this matter, and feel that he will take whatever action he deems advisable to dispose of this matter.

We thank you for bringing this matter to our attention.

Very truly yours,

R. D. Kickbush

R. D. Kickbush
Surety Claim

RDK/bk

RECEIVED
FEB - 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 27 1961

FOR FILING

I-80N-2(14)20

5621

January 26, 1961

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim in the amount of $11,774.21 which has been filed with the Secretary of State by Traffic Safety Supply Co.,Portland, for materials furnished to Korstad, Inc., subcontractor on State Highway Contract No. 5621.

This appears to be in connection with our Contract No. 5621 with Gibbons & Reed Co., prime contractor, for grading and paving the Corbett Interchange on the Sandy River-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp
Enc.

CC:
Continental Casualty Company
Northwest Branch Office
105 Cobb Building
Seattle 1, Wn.
Attn: Warner M. Bruce, Mgr.

NOTED ON CARD

Howard W. Wease
915 Broadway Building
Portland, Oregon

Gibbons & Reed Co.
P. O. Box 4989
Portland 13, Oregon

Commissioners
W. C. Williams
Forrest Cooper

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

January 24, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Traffic Safety Supply Company, 2324 S. E. Umatilla Street, Portland 2, Oregon and filed as of this date, a notice of claim by same for traffic signs furnished in the sum of $11,774.21 against the bond taken from Givvons & Reed, principal, and Continental Casualty Company, surety, for the work of Structures, Grading, Paving & Signing at the job location of Sandy River Multnomah Falls Section, Columbia River Highway, Multnomah County.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

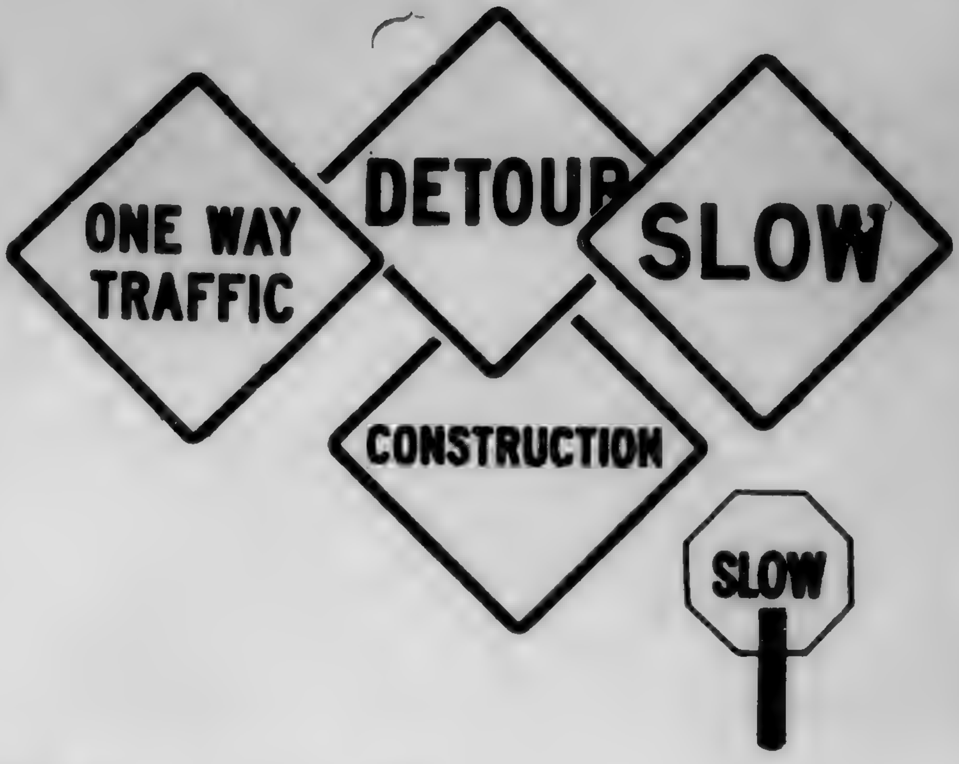
Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
JAN 26 1961
OREGON
STATE HIGHWAY COMMISSION

TRAFFIC SAFETY SUPPLY CO.
Manufacturers and Distributors
2324 S. E. UMATILLA ST.
PORTLAND 2, OREGON
BElmont 5-8831



January 23, 1961

Mr. Howell Appling
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

Re: Oregon State Highway Contract #5621
Gibbons & Reed, General Contractor
Korstad, Inc., Sub-Contractor

Notice hereby is given that the undersigned TRAFFIC SAFETY SUPPLY COMPANY has a claim for traffic signs furnished in the sum of $11,774.21 against the bond taken from Gibbons & Reed, principal, and Continental Casualty Company, surety, for the work of Structures, Grading, Paving & Signing at the job location of Sandy River Multnomah Falls Section, Columbia River Highway, Multnomah County.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

RW Nelson

R. W. Nelson
General Manager

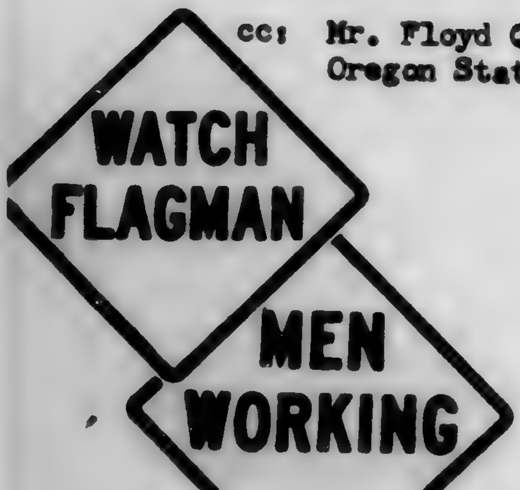
RWN:er

cc: Mr. Floyd Query, Secty.
Oregon State Highway Commission

File #3761

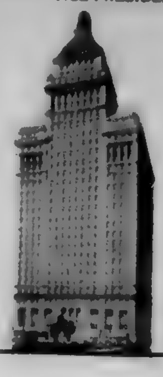
FILED
JAN 24 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 24 1961
HOWELL APPLING, JR.
SECRETARY OF STATE



EDWIN H. FORKEL PRESIDENT
ROY TUCHBREITER CHAIRMAN OF THE BOARD
VILLARD N. BOYDEN VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY
GENERAL OFFICE, 310 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS



RECEIVED
JAN 10 1961
FOR FILING

1-1CN-2(14) 20

5621

State of Oregon
State Highway Department
Salem, Oregon

January 6, 1961

Attention: Floyd Query
Secretary

Dear Sir:

Bond #2113763
Gibbons and Reed Company -to-
State of Oregon
(corbett, Interchange, Sandy River-
Multnomah Falls, section of the
Columbia River Highway)

This will acknowledge receipt of your letter of December 8, 1960 advising that claim has been submitted by the traffic safety supply company in the amount of $11,774.21.

We are immediately bringing this to the attention of our principal and feel that he will take whatever action is necessary to dispose of this matter.

Thank you for bringing this matter to our attention.

Very truly yours,

Edward J. O'Connor

Edward J. O'Connor
Surety Claim Department

EJO:sa

RECEIVED
JAN 10 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
JAN - 6 1961
FOR FILING

FORM CD-121
(8-22-59)

UNITED ST ES VERNMENT

Memorandum

. D ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

1-80N-2(14) 20

TO : **Mr. W. C. Williams, State Highway Engineer**
Salem, Oregon

5621

DATE: **January 4, 1961**

By: ME Martin
M. E. Martin
Acting Division Engineer

FROM : **C. G. Polk, Division Engineer**
08-35.4-DA Salem, Oregon

SUBJECT: **Oregon Project I-80N-2(14)20**
Gloss Rating for Type "A" Signs

Reference is made to Mr. Paxson's letter of December 29, 1960 requesting our approval for a gloss rating of 87 units for the Type "A" signs installed on the subject project. The specified gloss rating for this project was 68 to 73 units but specifications for subsequent signing projects have been revised to allow gloss ratings from 70 to 90 units.

In view of the above and since the higher gloss rating does not hinder the visibility of the sign and results in greater durability, we will concur in your request for acceptance of the higher gloss rating on signs installed on this project.

NOTED
G. S. PAXSON

[illegible]

RECEIVED
JAN 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 29 1960
FOR FILING
1-80N-2(14)2
5621

December 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Corbett Interchange
Columbia River Highway
Project I-80N-2 (14) 20

Dear Sir:

The above project concerns the construction of interchange facilities at the Corbett Interchange and the installation of signs at the Corbett, Bridal Veil and Dalton Point Interchanges. The specified gloss rating for Type "A" signs (porcelain enamel on aluminum extrusions) is from 68 to 73 units. The gloss rating of the signs installed was found to be 87 units.

Subsequent to the letting of this contract, it was determined that a higher gloss rating resulted in greater durability without hindering the visibility of the signs. As a result, present specifications call for a gloss rating in the range of 70 to 90 units.

It is requested that you approve the deviation from the contract specifications and acceptance of the signs with the higher gloss rating.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. F. B. Crandall

VPJ:pk ae

Form E-1—(Rev.)—

I-80N-2(14)20
5621

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #34

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 17, 1960

Section Corbett Interchange

Kind of work Structure

Highway Columbia River County Multnomah

Section prefix 626-1044

Contractor Gibbons & Reed

Contract number 5621

Date of contract ...., 19....

Specified work days ....

Date work started ...., 19....

Work days used ....

Project authorization . . . . . $............

Exclusive of engineering . . . . . $............

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . . $............

Estimated per cent overrun or underrun . . . .%

Per cent of contract completed, based on estimated cost . . . .%

Engineering authorization . . . . . $............

Engineering cost to date $1,165.99, ...%

Date project was completed ...., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Grading and paving work on this project has been completed and this will be the last report. Future reports will be handled by Bridge Department.

NOTED
JOHN R. OAKES

Noted
M. N. Juno

DEC 19 196
NOTED

Signed C. T. Keasey, Res. Eng'r.

Address PO Box 625, Troutdale, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	3,300 3,028	Rock 2,360 2,916			1,200
Total quantities corrected to date	[illegible]	[illegible]			1,200
Estimated quantities moved or placed to date	3,028	2,916			1,218
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear & Windy		
Tuesday	Clear		
Wednesday	Clear & Windy		
Thursday	"		
Friday	Rain & Wind		
Saturday			

RECEIVED
DEC 9 - 1960
FOR FILING

1 [illegible] 2(14) [illegible]
5621

December 8, 1960

Continental Casualty Co.
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

A letter, dated December 2, has been received from Traffic Safety Supply Company, 2324 S. E. Umatilla St., Portland 2, advising that Kerstad, Inc., Eugene, owes them $11,774.21 for signs furnished on Contract No. 5621. This appears to be our contract with Gibbons & Reed Co. for grading and paving the Corbett Interchange on the Sandy River-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

CWH:fp

Secretary

CC:
Continental Casualty Company
Northwest Branch Office
108 Cobb Building
Seattle 1, Wn.
Attn: Warner M. Bruce, Mgr.

Howard W. Wease
915 Broadway Building
Portland, Oregon

NOTED ON CARD

Gibbons & Reed Co.
P. O. Box 4989
Portland 13, Oregon

Commissioners
W. C. Williams
Forrest Cooper

RECEIVED
EC 9 - 1960
FOR FILING
I-80N-2(14)20
[illegible]

December 8, 1960

Traffic Safety Supply Company
2324 S. E. Umatilla St.
Portland 2, Oregon

Attention: Mr. R. W. Nelson
General Manager

Gentlemen:

This is to acknowledge your letters of December 2 and 5, stating that Korstad, Inc., subcontractor, owes you $11,774.21 for signs furnished on Contract No. 5621. Our records indicate this to be the Gibbons & Reed Co. contract for grading and paving the Corbett Interchange on the Sandy River-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

This project is approximately 95% complete. The Continental Casualty Company, through Howard W. Wease, 915 Broadway Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

TRAFFIC SAFETY SUPPLY COMPANY
Manufacturers and Distributors
2324 S. E. UMATILLA ST. PORTLAND 2, OREGON
BElmont 5-8831

December 5, 1960

Mr. Floyd Query, Secty.
Oregon State Highway Commission
Salem, Oregon

#5621

SUBJECT: Sandy River-Multnomah Falls Sect.
Corbett Interchange - Signing Job

Dear Mr. Query:

Pursuant to our letter of December 2, 1960, we would appreciate your advising us the name of the insurance company carrying the bond for Gibbons and Reed on the above job.

Due to the circumstances explained in our letter of December 2, 1960, we would like to go on record with the bonding company regarding this delinquent account.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

RWNelson

R. W. Nelson
General Manager

RWN:er

Cec, please reply
76

RECEIVED
DEC - 6 1960
OREGON
STATE HIGHWAY COMMISSION

TRAFFIC SAFETY SUPPLY COMPANY
Manufacturers and Distributors
2324 S. E. UMATILLA ST. PORTLAND 2, OREGON
BElmont 5-8831

December 2, 1960

Mr. Floyd Query, Secty.
Oregon State Highway Commission
Salem, Oregon

#5621

Subject: SANDY RIVER - MULTNOMAH FALLS SECT.
CORBETT INTERCHANGE - SIGNING JOB

Dear Mr. Query:

In accordance with your instructions on delinquent payment by contractors to suppliers, we are submitting this letter covering a default of payment on the above named job.

The General Contractor, Gibbons & Reed, employed a sub-contractor by the name of Korstad, Inc., 2690 Willamette, Eugene, Oregon, who is performing the installation of signs furnished by Traffic Safety Supply Co. The delivery of temporary signs on this job started March 28, 1960 and no payment has as yet been made to Traffic Safety Supply Co. on this job. The total amount of invoices now due to us is $11,774.21.

According to information received from Gibbons & Reed, it is our understanding that Korstad has received payments on this portion of the job in the amount of $9256.65. At the present time Gibbons & Reed are holding $9350.82 pending Korstad cleaning up the creditors on this job.

In addition to the amount owing Traffic Safety Supply, there are at least two other creditors known to us which include Portland Wire & Iron in the amount of $1087.85 and Goodat Crane in the amount of $1093.00.

This letter is merely a formal record which we hope that your office will follow up on in the usual procedure to expedite payment to all parties concerned.

For further information concerning this problem we are given to understand by Mr. Korstad that as soon as the Highway Department has given approval on the job that his bank will furnish certified checks paying all creditors and when the creditors are paid, Gibbons & Reed will release monies due Korstad, Inc.

We sincerely hope that the efforts of your office will be employed to expedite payments to suppliers on this job.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

RW Nelson

R. W. Nelson
General Manager

RWN:er

RECEIVED
DEC - 5 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] - 1960

FOR FILING

1-40N-2 (14) 20

5221

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1960

To: Mr. Earl Saling

SUBJECT: Pux 331 - Corbett Station O-Xing
File R-32486
OWRR & N Co., U.P.RR. Co., Lessee
Columbia River Highway
Multnomah County

Herewith I hand you executed copy of combined construction and easement agreement with Oregon-Washington Railroad & Navigation Co., Union Pacific Railroad Co., Lessee, on the Columbia River Highway at Corbett in Multnomah County.

After processing by you, please forward the executed instrument to Mr. Query for his files. The instrument contains grants of easement and should be recorded.

Distribution of conformed copies of the instrument has been made as indicated below.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson - with agreement
Ivan Merchant - " "
Tom Edwards - " "
A. E. Johnson - " "
Floyd Query

RECEIVED
DEC - 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1960
FOR FILING

I-80 N-2(14)20

5621

Salem, Oregon
November 14, 1960

Mr. C. A. Gardner

Herewith bill for flagging costs at the Corbett Station Overcrossing.

Please check this in view of our Railroad agreement and also as to division of costs between the State and the contractor.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
OCT [illegible] 1960

FOR FILING
1-80N-2(14)20

5621

[illegible] H. FORKEL
PRESIDENT

ROY TUCHBREITER
CHAIRMAN OF THE BOARD

WILLARD N. BOYDEN
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE, 310 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS

October 18, 1960

State of Oregon
State Highway Department
Salem, Oregon

Attention: Floyd Query,
Secretary

Re: Bond 2113763
Gibbons & Reed Company -to-
State of Oregon (Corbett Interchange,
Sandy River-Multnomah Falls Section
of Columbia River Highway)

Dear Sir:

This will acknowledge receipt of your letter dated September 30, 1960 advising that the claim of J. H. Baster has been paid in full.

We wish to thank you for forwarding this information and we will now mark our file closed with regard to this claim.

Very truly yours,

Edward J. O'Connor

Edward J. O'Connor
Surety Claim Department

EJO:CS
CC: Gibbons & Reed Co.
P. O. Box 4989
Portland, Oregon

NOTED
FLOYD QUERY

RECEIVED
OCT 21 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 1960

FOR FILING

1-80N-2(14) 20

5621

EDWIN H. FORKEL PRESIDENT

ROY TUCHBREITER
CHAIRMAN OF THE BOARD

LLARD N. BOYDEN VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE, 310 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS

October 3, 1960

State of Oregon
State Highway Department
Salem, Oregon

Attention Mr. Floyd Query,
Secretary

Dear Sirs:

Bond 2113763
Gibbons and Reed Company - to -
State of Oregon (Corbett Interchange)

This will acknowledge your letter of September 22, 1960.

We are immediately contacting our principal, Gibbons and Reed, to determine their position in connection with the claim of J. H. Baxter and Company in the amount of $609.04.

We must point out that, according to our information, our principal is financially and otherwise responsible and able to take care of his own obligations without the intervention of the surety. We, therefore, that if he has an obligation to the claimant he will discharge same in accordance with whatever written documents and laws outlined in that obligation.

Yours very truly,

Edward J O'Connor
per R.D.K.

EJO:HR

Edward J. O'Connor
Surety Claim Department

CC: Gibbons & Reed Company
P. O. Box 4989
Portland 13, Oregon

NOTED
C. W. HEAD

RECEIVED
OCT 7 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
SEP 30 1960
FOR FILING
1-9CN 2(14)20
5621

September 30, 1960

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

We have received notification, dated September 28, from J. H. Baxter & Co., Portland, informing us that Kerstad, Inc., Eugene, have paid their account in the amount of $809.04. This was in connection with State Highway Contract No. 5621 with Gibbons & Reed Co., prime contractor, for grading and paving the Corbett Interchange on the Sandy River-Multnomah Falls Section of the Columbia River in Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:

Continental Casualty Company
Northwest Branch Office
105 Cobb Building
Seattle 1, Wn.
Attn: Warner W. Bruce, Mgr.

Howard W. Mease
915 Broadway Bldg.
Portland, Oregon

Gibbons & Reed Co.
P. O. Box 4089
Portland 13, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
Ac

CWH:fp

RECEIVED
SEP 30 1960
FOR FILING
1-80N-2(14)50

5621

September 30, 1960

J. H. Baxter & Co.
541 Pittock Block
Portland, Oregon, 5

Gentlemen:

Thank you for your letter of September 28 informing us that Korstad, Inc., have paid their account in the amount of $665.36 which was due in connection with State Highway Contracts 5621 and 5576.

This information will be noted in our records and we will inform the surety and the contractor regarding the receipt of your letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

J.H.BAXTER & CO.
POLES-PILING-LUMBER
WOOD PRESERVING

541 PITTOCK BLOCK
PORTLAND, OREGON
ZONE 5

CAPITAL 7-2574
TELETYPE: PD 553

Refer to-- FILE NO AI-654
PT-129
PT-275
PT-219

September 28, 1960

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query

Subject: Contract No. 5621 - Gibbons & Reed $609.04
Contract No. 5576 - Korstad, Inc. + 56.32
$665.36

Dear Mr. Query:

With reference to our letter of September 21 and Korstad, Inc. account with us, may we inform you that today we received a check from Mr. Korstad in the amount of $665.36 which will clear his account with us on both of the above mentioned contracts.

We certainly appreciate your assistance in informing the bonding companies and the prime contractor in this matter. It definitely brought results.

We would appreciate you informing the bonding companies that this has been taken care of.

Very truly yours,

J. H. BAXTER & CO.

A W Irwin
A. W. Irwin

AWI:jrj

Car. please handle
FQ

RECEIVED
9 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

J.H.BAXTER & Co.

541 PITTOCK BLOCK
PORTLAND, OREGON
ZONE 5

Refer to-- AI-655
PT-129
PT-219

September 28, 1960

Gibbons & Reed Company
6405 N. E. Glisan
Portland, Oregon

COPY

Attention: A. V. Tolson

Subject: State Contract No. 5621 - Corbett Interchange.

Gentlemen:

Today we received a check from Mr. Korstad clearing his account with us. We appreciate your assistance in helping us make this final collection.

We are notifying the State Highway Department that this account has been paid.

Very truly yours,

J. H. BAXTER & CO.

A. W. Irwin

AWI:jrj
cc: O. S. H. D. ✓

RECEIVED
SEP 23 1960
FOR FILING

1-4PN-3(14)

5621

September 22, 1960

J. H. Baxter & Co.
541 Pittock Block
Portland 5, Oregon

Attention: Mr. A. W. Irwin

Gentlemen:

This is to acknowledge your letter of September 21 informing us that Korstad, Inc., owes you for pressure-treated sign post material on two State Highway Contracts, as follows:

Corbett Interchange - Gibbons & Reed Co., Portland, prime contractor, Contract No. 5621 - Amount - $609.04.

The Dalles-Eightmile Creek Section - Korstad, Inc., Eugene, prime contractor, Contract No. 5576 Amount - $56.32.

Contract No. 5621 as of September 10 was approximately 80 percent complete. The Continental Casualty Company, through Howard W. Wease, 915 Broadway Building, Portland, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

Contract No. 5576 was completed April 25, 1960, and accepted by the State Highway Commission June 2, 1960. The United Pacific Insurance Company, through Jack Malone, 1695 Willamette St., Eugene, furnished the performance bond on this contract.

The information in your letter will be noted in our records and we will advise the sureties and the contractors that it has been received.

If you wish to protect your claims under the bonds, they should be filed with the Secretary of State within six months after the contracts have been accepted by the Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
dc

CWH:fp

J.H.BAXTER & CO.
POLES - PILING - LUMBER
WOOD PRESERVING

541 PITTOCK BLOCK
PORTLAND, OREGON
ZONE 5

CAPITAL 7-2574
TELETYPE PD 553

Refer to--- FILE NO. AI-632
PT-219
PT-275
PT-129

September 21, 1960

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Attached is a copy of the letter sent to Korstad Incorporated showing projects and contract numbers on which we supplied pressure treated sign post material. As you can see, his account is considerably deliquent.

We would appreciate your assistance in informing the prime contractor on these jobs and also the bonding companies of this deliquency.

Thank you for your cooperation.

Very truly yours,

J. H. BAXTER & CO.

AW Irwin

A. W. Irwin

AWI:jrj

RECEIVED
SEP 22 1960
OREGON
STATE HIGHWAY COMMISSION

J.H.BAXTER & CO.

541 PITTOCK BLOCK
PORTLAND, OREGON
ZONE 5

Refer to-- AI-631
PT-219
PT-275
PT-129

September 21, 1960

Korstad, Inc.
2690 Willamette Street
Eugene, Oregon

Gentlemen:

COPY

Our credit department again has informed us that no payment has been made on your account dating back to March 29, 1960. In addition, we have had no response to our letter of August 26, asking for payment on your account. Currently, your account stands as follows:

Corbett Interchange: O. S. H. D. Contract No. 5621 Sept 10th Approx - 80% complete

Date shipped: March 29, 1960
Invoice No. 4223........................$ 32.62
Date shipped: April 11, 1960
Invoice No. 4351........................ 484.91
Date shipped: May 9, 1960
Invoice No. 4355........................ 91.51
609.04 ✓

The Dalles 8-Mile Section: O. S. H. D. Contract No. 5576
Accepted 6/2/60

Date shipped: June 20, 1960
Invoice No. 4773........................ 56.32 ✓

BALANCE DUE..$665.36

May we please have your check promptly to clear this account.

Very truly yours,

J. H. BAXTER & CO.

A. W. Irwin

AWI:jrj
cc: O. S. H. D.

RECEIVED
SEP 23 1960
FOR FILING

I-4(N 2(14)ac

5621

September 22, 1960

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

A letter dated September 21 has been received from J. H. Baxter & Co., 341 Pittock Block, Portland 5, advising that Kovend, Inc., owes them $609.04 for pressure-treated sign post material on State Highway Contract No. 5621. This appears to be in connection with our contract with Gibbons & Reed Co., prime contractor, for grading and paving the Corbett Interchange on the Sandy River-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Continental Casualty Company
Northwest Branch Office
105 Cobb Building
Seattle 1, Wn.
Attn: Warner M. Bruce, Mgr.

Howard W. Wence
913 Broadway Building
Portland, Oregon

NOTED ON CARD
dc

Gibbons & Reed Co.
P. O. Box 4989
Portland 13, Oregon

Commissioners
W. C. Williams
Forrest Cooper
CWH:fp

Form E-1--(Rev.)-

[illegible]
5621

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #1

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 30, 19 60

Section Corbett Interchange

Kind of work Structures

Highway Columbia River County Multnomah

Section prefix 626-1044

Contractor Gibbons & Reed

Contract number 5621

Date of contract , 19

Specified work days 160

Date work started , 19

Work days used

Project authorization $

Exclusive of engineering $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $

Engineering cost to date $ 119.90, %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Field party worked two days this week staking drainage.

NOTED
JOHN R. CAKES

[illegible]
RECEIVED
MAY 2 1960
NOTED-- ☐ CE ☐ ☐ ACE ☐ CO.
B

Signed Clay M. Cornett
Clay M. Cornett, Res. Eng'r.
Address PO Box 625, Troutdale, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	3,300				
Total quantities corrected to date	"				
Estimated quantities moved or placed to date	0				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday			

A

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APR 21 1960
FOR FILING

I-80N-2(14)20

5621

FORM 2-188

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 21, 1960

Gibbons and Reed Company
P. O. Box 4989
Portland 13
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5621, awarded March 10, 1960, for the Corbett Interchange structure-grading-paving on the Sandy River-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

A

RECEIVED
1960
FOR FILING
I-80N-2(14)20
5621

Salem, Oregon
March 16, 1960

HOA

Mr. J. W. DeSousa
Assistant Counsel
Office

Attached for further handling are two copies of an agreement with the O.W.R.R. & N. Company covering the Corbett Overcrossing project in Multnomah County. These copies have been signed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM K-30X 50M 7-50 22129

NOA
3-10-60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
MAR 10 1960
NOA

Salem Office
March 9, 1960

SUBJECT: Pux 331 - Corbett Station O-Xing
OWRR & N Co. - Multnomah County
Columbia River Highway

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Office

Herewith I hand you for execution by the State Highway Commission counterpart signatory copies of agreement with Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, covering the Corbett Overcrossing project in Multnomah County. After execution by the State Highway Commission, please return both copies direct to me for further handling.

In view of the fact the agreement covers the granting of certain easements, it should be acknowledged by the Commission so that it may be placed of record.

Special attention is called to the fact that the instrument should be dated on the cover and page 1 thereof.

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: W. C. Williams
Forrest Cooper
G. S. Paxson
L. I. Lindas

NOA

FORM E-123-X 7[illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
[illegible] 1960
FOR FILING
[illegible]
7.31

NOTED
W. C. WILLIAMS

March 16, 1960

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 N. Larrabee Ave.
Portland 17, Ore.

Re: Pux 331 - Corbett Station
Overcrossing
OWRR & N Co. - Multnomah Co.
Columbia River Highway

Dear Mr. Baker:

Herewith I return to you duplicate signatory copies of the agreement relative to the above titled project, your file No. D 9079-32-7, both copies of which have been executed and acknowledged by the State Highway Commission.

When the State's executed copy is returned I would appreciate receiving ten additional copies of Exhibit "A" which is attached to the instrument.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: W. C. Williams
Forrest Cooper
G. S. Paxson
Ivan Merchant
A. E. Johnson

RECEIVED
[illegible] 16 1960
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
MAR 11 1960
FOR FILING

I-80N-2[illegible]

5621

March 10, 1960

Gibbons & Reed Co.,
P. O. Box 2129
Salt Lake
Utah

Gentlemen:

The State Highway Commission on March 10, 1960, awarded to you State Highway Contract #5621 for structure-grading-paving-signing the Corbett Interchange on the Columbia River Highway in Multnomah County.

This award was based on your bid of $313,815.00 which was the low bid submitted to the Commission on March 1, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Tom Edwards
R. L. Porter
E. G. Savage (SIAC)
T. D. [illegible]

RECEIVED
[illegible]
FOR FILE

I-80N-2(14)20

A

5621

When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

March 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5621 for Oregon Project I-80N-2(14)20, Sandy River-Multnomah Falls Section, Corbett Interchange Structure, Columbia River Highway, to Gibbons & Reed Co. of Salt Lake City, Utah, low bidder in the amount of $313,815.00 at the March 1, 1960 bid opening.

Very truly yours,

C. G. Falk
Division Engineer

Orig
Baxter

NOTED
FORREST COOPER

RECEIVED
MAR [illegible] 1960
FOR FILING
FORM 830-X-12½M—6-58—88203

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 9, 1960

SUBJECT: Pux 331 - Corbett Station O-Xing
OWRR & N Co. - Multnomah County
Columbia River Highway

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Office

Herewith I hand you for execution by the State Highway Commission counterpart signatory copies of agreement with Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, covering the Corbett Overcrossing project in Multnomah County. After execution by the State Highway Commission, please return both copies direct to me for further handling.

In view of the fact the agreement covers the granting of certain easements, it should be acknowledged by the Commission so that it may be placed of record.

Special attention is called to the fact that the instrument should be dated on the cover and page 1 thereof.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: W. C. Williams
Forrest Cooper
G. S. Paxson
L. I. Lindas

RECEIVED
MAR - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 1960
FOR FILING
I-80N-2(14)20
5621

March 2, 1960

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Corbett Station Overcrossing

In conferences with Mr. Baysinger of your office with reference to the Railroad's participation in the cost of the Corbett Station Overcrossing in Multnomah County, it was suggested that a fixed sum be used covering the Railroad's portion of the cost of the structure itself, in accordance with paragraph (f) of the Public Utility Commissioner's Order No. 36933 dated December 14, 1959. This procedure is satisfactory to the State Highway Department and we will recommend its acceptance to the State Highway Commission.

Paragraph (f), referred to above, sets forth that the Railroad shall reimburse the State to the extent of 10 percent of the cost of the proposed overcrossing structure, as shown shaded in red on Drawing 14989, Rev. No. 2, dated 8-31-59, less 10 percent of the cost of a theoretical embankment which would be required for a highway interchange if the railroad track were not in existence.

We have calculated and checked the quantities of those items which enter into the cost covered by the above-cited paragraph. On March 1 we received bids on this project and the low bid which will be recommended to the Commission for acceptance was submitted by Gibbons & Reed Company of Portland. I attach hereto a tabulation showing the bids received. Based upon the prices received in this contract, the cost of the work covered by the above-cited paragraph (f) is as follows:

Structural excavation	55	cubic yards	at	$ 2.00	$ 110.00
Class A concrete	276	cubic yards	at	64.90	17,912.40
Metal reinforcement	75,068	pounds	at	0.1269	9,526.13
Metal parapet rail	196	linear feet	at	4.50	882.90
Subtotal					$28,431.43
Engineering and contingencies at 12½ percent					3,553.93
Total					$31,985,36

The cost of the theoretical embankment which is to be deducted from the structure cost was given in a letter to Mr. R. M. Brown, at that time Division Engineer for your company, dated May 7, 1959. This estimate of cost is as follows:

Embankment in place	11,400 cu. yds.	at $0.80	$ 9,120.00
Asphaltic concrete mixture	60 tons	2.98	178.80
85-100 Asphalt in mixture	4 tons	28.90	115.60
Coarse crushed material in base	261 tons	1.20	313.20
3/4"-0 Material in base	51 tons	1.30	66.30
Sprinkling	5 M-gal.	2.00	10.00
120-150 Asphalt	0.53 ton	37.00	19.61
RS-2 Asphalt in oiling	0.15 ton	39.00	5.85
Furnishing and placing aggregates	8 tons	2.75	22.00
3/4"-0 Material in binder course	4 tons	2.60	10.40
RC-3 Asphalt	0.49 ton	38.00	18.62
Metal guardrail	225 lin. ft.	2.28	513.00
18" Concrete pipe	160 lin. ft.	*4.50	720.00
		Total	$11,113.38
	12½% eng. and cont.		1,389.17
		Total	$12,502.55

* Average bid price

The quantities were computed from the grade line and sections shown in the plans for this project. The unit prices are taken from two contracts for highway work immediately adjacent to this project, one being for the grading of the highway and the other for the paving of the highway. The total estimated cost for the embankment is $12,502.55. Subtracting this figure from the cost of the structure leaves a balance of $19,482.81 upon which the Railroad is to contribute 10 percent. It will be satisfactory to the State if 10 percent of this figure is used, or $1,948.28.

We are anxious to award this contract at the next meeting of the Highway Commission, which will be on Thursday, March 10, and it would be greatly appreciated if the agreement covering the project could be in our hands prior to that time.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. Leonard I. Lindas

GSP:gm
Attach.

RECEIVED
MAR 2 1960
FOR FILING
I-80N-2(14)
5621

Salem, Oregon
March 1, 1960

Corbett Overcrossing

Mr. Tom Edwards

Herewith copies of a letter from the Union Pacific Railroad Company, having to do with the fill slopes and encroachments at the Corbett Station overcrossing project. It was agreed that we would arrange our slopes so that we would not encroach on the off-track maintenance roadway which they seem to think they need.

Will you please see that the Division and Resident Engineers for the grading are advised.

GSP:gm
Attach.

G. S. Paxson

cc Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

FEBRUARY 24, 1960

File Ref. D 9079 - 32 - 7

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

CORBETT OVERCROSSING

On Sheet 3 of the plans the edge of the wearing surface on Eastbound ramp is shown as meeting the main highway at Station 761. Investigation indicates that if the ramp is extended as shown, the slopes will overlap the equipment roadway.

The revision of the ramps (1" = 50') as prepared by Mr. Edwards, kept the merging distance as short as possible to avoid conflict with the off-track equipment roadway, ending the lane at 759+40±.

When Mr. Edwards' projection was looked over in the field in company with Messrs. Paxson, Merchant and Ewing, it was agreed the slope of the roadway embankment would be varied to avoid encroaching upon the Railroad's off-track equipment roadway, also that pole line anchors might be set in the embankment, not above subgrade, substantially as shown on Section C-C of the attached prints. Section D-D shows a similar condition along the highway east of the merging lane, which was concurred in at the above-mentioned inspection.

It will be appreciated if you will arrange to modify the end of the merging lane to conform to the revision made by Mr. Edwards.

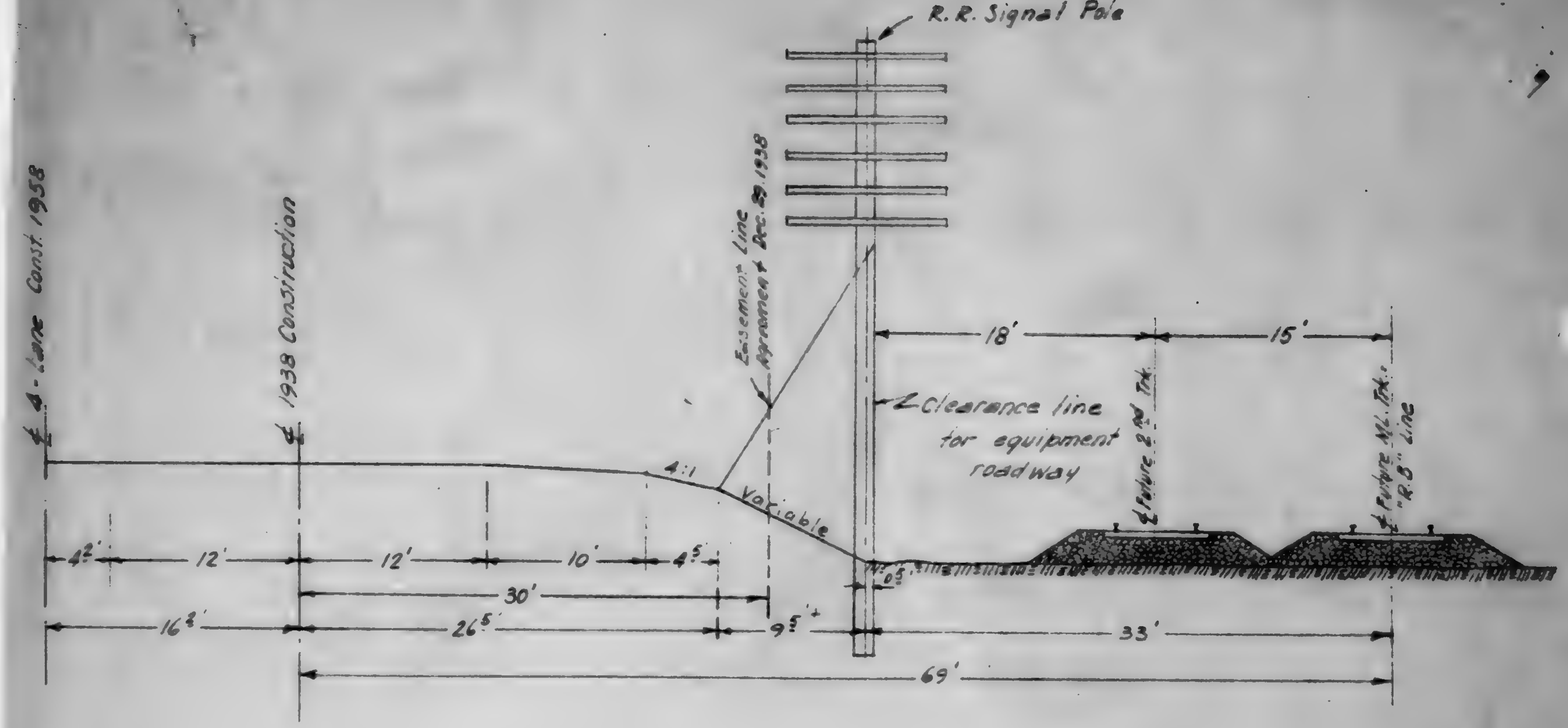
Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

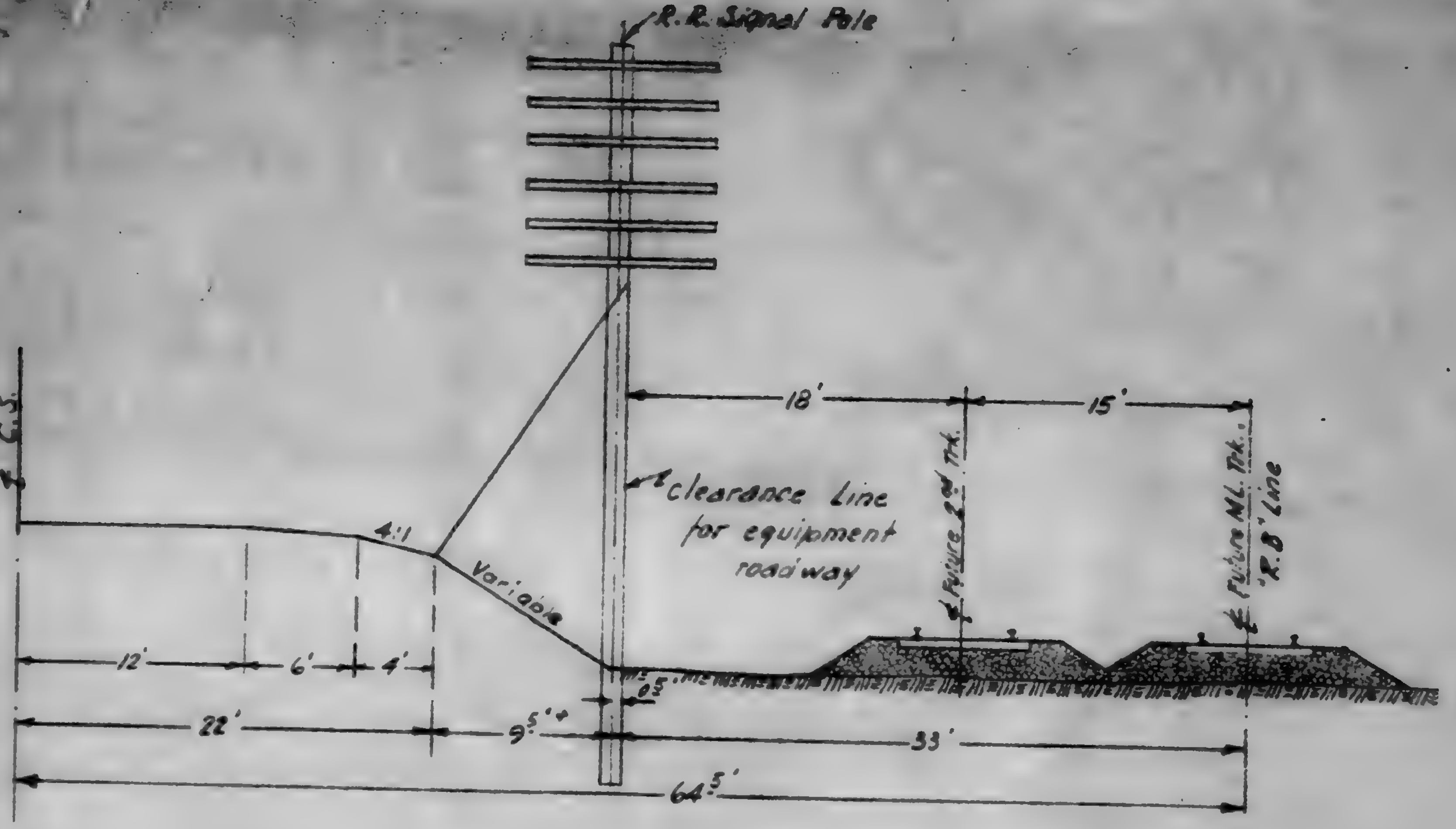
enc.

RECEIVED
MAR - 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER


R. R. Signal Pole
℄ 4-Lane Const. 1958
℄ 1938 Construction
Easement Line Agreement Dec. 29. 1938
℄ Clearance line for equipment roadway
℄ Future 2nd Trk.
℄ Future M.L. Trk. "R.B." Line
4:1
Variable
18'
15'
4²'
12'
12'
10'
4⁵'
30'
16²'
26⁵'
9⁵'±
0⁵'
33'
69'

Section D-D

TYPICAL SECTION CORBETT


R.R. Signal Pole
℄ C.S.
4:1
Variable
℄ clearance Line for equipment roadway
℄ Future 2nd Trk.
℄ Future ML Trk. 'R.B' Line
18'
15'
12'
6'
4'
0.5'
22'
9.5'±
33'
64.5'

Section C_C

TYPICAL SECTION CORBETT

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MAR 1 1960
FOR FILING
I-80N-2(14)20
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
5621

8470

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2323 NO LARRABEE AVE
PORTLAND 17, OREGON

FEBRUARY 17, 1960

(Ref. File: D 9079 - 32 - 7)

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

CORBETT OVERCROSSING

Referring to discussions regarding clearances between the east ramp structure and the Railroad pole line in the ultimate development as shown on Section A-A on Drawing No. 14990:

The reference on the Section to the track should be "Future Main Track" and "Future Passing Track." Measurement taken last summer after the "RB" line (Future Main Track) was run, showed the "OS" and "RB" lines to be 50.4 feet apart at Station 1146+71.94 P.S.; believe the stationing has since been changed to 1146+70.94. The total required distances for highway and railroad facilities amount to 48'-11" (call 48.9'), which, deducted from the total distance (50.4') leave a distance of 1.5' between the structure and the middle of the pole.

The easement will provide room for the wall footings; however, the Railroad will reserve the privilege of setting poles in the easement area.

Yours very truly,

G. H. Baker,
Superintendent

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BAKER
SUPERINTENDENT
OREGON DIVISION
5621

9470

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2829 NO LARRABEE AVE
PORTLAND 17 OREGON

FEBRUARY 17, 1960

File Ref. D 9079 - 32 - 7

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

CORBETT OVERCROSSING

In preparing the easement for this project it is noted that Encroachment No. 6, of the Supplemental Agreement of March 31, 1939 to the easement and construction agreement of December 29, 1938, is overlapped by the area required for the Eastbound ramps. Since the ramp area is much more extensive than Encroachment No. 6, it is thought the overcrossing agreement should provide for relinquishing the latter.

An estimate of the work to be performed by the Railroad at the expense of the project, is as follows:

1.	Furnish labor and material to temporarily rearrange and restore signal and communication lines.	$ 4,880.
2.	Furnish Engineering, Inspection, Watchman and Flagman service.	6,590.
	Total Estimated Cost	$11,470.

It is expected that draft of agreement will be in your hands by March 1st.

Yours very truly,

G. E. Baker,
Superintendent

OTED

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FOR FILING
I.80N-2(14)20

When replying, refer to
5621 08-35.6

408 State Highway Building
Salem, Oregon

February 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-2(14)20, Corbett Undercrossing and Signing on the Sandy River-Multnomah Falls Section, Columbia River Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, and that an agreement has been executed with the Union Pacific Railroad.

Very truly yours,

C. G. Polk
Division Engineer

Orig. Dexter

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1959
FOR FILING
I-80N-2(14)20
5621

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
Dec. 23, 1959

To:
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Ivan Merchant (4)
Mr. Tom Edwards
Mr. A. G. Skelton (2)
Mr. I. A. DeFrance (2)
Mr. John W. Nash (2)
Mr. F. B. Crandall
Mr. H. B. Simpson

SUBJECT: Pux 331 - Corbett Station O-Xing
OWRR & N. Co., Union Pacific Railroad
Co., Lessee
Columbia River Highway
Multnomah County

Herewith I hand you copy of Order No. 36933, issued by the Public Utility Commissioner under date of December 14, 1959, relative to the above titled project.

The order appears to be in conformance with the petition and the testimony presented at the hearing.

J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

Order #36933

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

F - 2669

In the Matter of the Petition of the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, for permission to construct an overcrossing structure.	)	ORDER

The above entitled matter was duly heard on October 27, 1959, at Salem, Oregon, before Glen E. Seidler, Examiner, representing the Commissioner. The following appearances are of record herein:

For Petitioner:

J. W. DeSouza, Assistant Counsel
Salem, Oregon
In behalf of Oregon State Highway Commission

For Respondents:

Robert B. Batchelder, Attorney
Portland, Oregon
In behalf of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, Corporations

Interested Parties:

None

On June 29, 1959, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Petitioner, filed its petition pursuant to the provisions of ORS Chapter 763, for permission to construct an overcrossing structure over the tracks of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, Lessee, adjacent to the Columbia River Highway, known as the Corbett Station overcrossing project, located in the Northeast quarter (NE ¼) of Section 27, Township 1 North, Range 4 East, W.M., in Multnomah County, Oregon.

Attached to and made a part of such petition is drawing No. 14989, revision No. 1, date 4-2-52, consisting of a grade line diagram, clearance diagram, and fully detailed plans of the proposed structure; and drawing No. 14990, revision No. 1, date 4-6-59, consisting of plans of ramp retaining walls and elevations, and drawing No. 13940, revised 30 July 1958, consisting of a vicinity map, topographical map and profile diagram of the location involved.

The petition also sets forth in detail the proposed manner in which the construction and maintenance of the project will be handled, and the costs thereof borne.

On July 6, 1959, Multnomah County, by and through its Board of County Commissioners, Division of Roads and Bridges, filed an answer stating it had no objections to the granting of the permission as requested in the petition.

On September 1, 1959, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, Corporations, hereinafter referred to as Respondents, filed an answer to the petition in which they admit certain allegations thereof, deny certain other allegations, and set forth certain affirmative allegations.

Upon hearing Petitioner orally amended the petition, striking from allegation III, line 5, the words "across the right of way and"; striking from allegation VII, (e), line 2, the word "reimbursement" and substituting the words "use and benefit". Also, in allegation VII, (f), line 9, striking the number "$2,593.05" and substituting the number "$2,539.05". Petitioner further amended the petition by substituting drawing No. 14989, revision No. 2, date 8-31-59, for drawing No. 14989, revision No. 1, date 4-2-59, and drawing No. 14990, revision No. 2, date 8-31-59, for drawing No. 14990, revision No. 1, date 4-6-59, and drawing No. 13940, revised 9-1-59, for drawing No. 13940, revised 30 July 1958. In all other respects the application as filed was unchanged.

Evidence was adduced on behalf of Petitioner and Respondents, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner is in the process of reconstructing USHR No. 30, Columbia River Federal Interstate Highway, in order to make it conform with Federal Interstate Highway standards. In connection therewith it is necessary to construct the proposed overcrossing structure in order to provide a new connection with the highway and Multnomah County Road No. 506, which presently connects with the highway at a location some 850 feet east of the proposed overcrossing. This construction will permit the closing of the signalized grade crossing, listed as Crossing No. 2A-20.4, in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and Petitioner requests, and Multnomah County does not resist, that the county be ordered to vacate and abandon that portion of County Road No. 506 extending from a connection with the proposed location southerly from the railroad tracks, northerly across the right of way of Respondents' railroad to a connection with the right of way of the Columbia River Federal Interstate Highway.

The proposed overcrossing structure will carry county road traffic over both the tracks of Respondents and the Columbia River Federal Interstate Highway, which roughly parallels the railroad tracks at this location. Provision has been made for county road traffic to depart from and gain access to the highway by means of ramps connecting with the proposed structure. An overcrossing structure, in addition to meeting Federal Interstate Highway Standards, is more suitable and proper for the safety and convenience of the travelling public than the present crossing at grade, since the former will permit a division of rail and vehicular traffic by separating the grades of the county road, Columbia River Federal Interstate Highway, and railroad.

Rail traffic at the aforesaid location consists of approximately 25 train movements per day, and the average daily traffic on the proposed structure will be approximately 100 vehicles per day, plus anticipated normal increases.

The plans and specifications contained in Oregon State Highway Department, Bridge Division, drawing No. 14989, revision No. 2, date 8-31-59, among other things, call for the construction of two reinforced concrete continuous fixed girder spans of 37' and 59' in length over the railroad right of way. The width of the roadway will be 30' with one 3'6" sidewalk. The proposed structure will cross over the existing main track with provisions for sufficient clearance for a future main track and a future additional track. The center line of the structure will intersect the center line of the existing main track at railroad station 1139+58.75. The corresponding point on the roadway is 749+13.04. Overhead and side clearances beneath the structure will be in excess of the minimums heretofore prescribed in Commissioner's Order No. 33700.

During the period of construction, erection of necessary falsework will project to a point 21' and 6" above top of rail at center of track. This will impair the standard minimum overhead clearance, as set forth in Commissioner's Order No. 33700, to the extent of 1'0". This impairment will be removed upon completion of construction, and it should be authorized, Respondent should also be authorized to operate its trains over the track during the period of such impairment.

Although Petitioner proposes to reimburse Respondents to the extent of 90 percent of the proper and necessary costs of removing and reinstalling after completion of the structure the railroad signal and communication lines, Respondents alleged in their answer that they should be reimbursed to the extent of 100 percent of such costs. However, Respondents introduced no evidence to support such allegation and the request made therein, should, therefore, be denied.

Respondents in their answer deny that they should reimburse Petitioner for any cost of engineering, inspection, watchman and flagman, except for those services necessitated by work on the portions of the overcrossing structure for which Respondents will contribute. Again Respondents failed to introduce evidence to support such allegation and the request made therein should, therefore, be denied.

Petitioner also proposes to reimburse Respondents to the extent of 90 percent of the proper and necessary costs of installing and removing such telltales as may be necessary to protect railroad traffic during the construction of the overcrossing structure if such telltales are ordered. Witness for Respondents stated it is not customary or necessary to install telltales because of temporary impaired clearances at a location such as this. Telltales need not, therefore, be installed at this project.

In all other respects, the aforesaid plans met with the approval of Respondents and the structure should be constructed in accordance therewith and the impaired clearances authorized.

The existing Multnomah County Road No. 506 signalized grade crossing crosses Respondents' tracks at a point approximately 850' east of the proposed structure. Upon completion of such structure such grade crossing will no longer be necessary or useful for the public safety or convenience and Multnomah County should therefore vacate and abandon that portion thereof requested by Petitioner.

Construction and maintenance of the proposed project will be handled and the cost thereof borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and reimbursement to

Respondents for proper and necessary engineering, inspection, watchman and flagman services to protect railroad operations during the period of the construction of the proposed overcrossing structure, including ramp connections to the southerly lanes of the Federal Interstate Highway north of the railroad.

(b) Finance the construction of the project from State and Federal Highway funds, and reimburse Respondent therefrom for all necessary expenditures incurred in connection therewith which are reimbursible under and not prohibited by the terms of the accounting practices contained in PPM 30-3, issued by the Public Road Administration, under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Road Administration under date of October 3, 1958.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

Respondents will:

(a) Reimburse State to the extent of 10% of the cost of proper and necessary engineering, inspection, watchman and flagman services furnished by Respondents as may be necessary to protect railroad operations during the period of the construction of the proposed overcrossing structure, including ramp connections to the southerly lanes of the Federal Interstate Highway north of the railroad.

(b) Subject to reimbursement to the extent of 90% of the proper and necessary cost thereof, remove and reinstall, after construction, railroad signal and communication lines.

(c) Subject to reimbursement to the extent of 90% of the proper and necessary costs thereof, remove and thereafter reinstall such existing right of way fences as necessarily must be removed for the project.

(d) Subject to reimbursement to the extent of 90% of the proper and necessary costs thereof, furnish and install an inner guard rail along the main line track of railroad, extending approximately 55' westerly from the centerline of the structure to a point approximately 50' easterly therefrom.

(e) At their own cost and expense remove the existing signals on the existing county road grade crossing and salvage the same for their own use and benefit.

(f) Reimburse State to the extent of 10% of the cost of the proposed overcrossing structure, as shown shaded in red on Drawing No. 14989, revision No. 2, date 8-31-59, less 10% of the cost of a theoretical embankment which would be required for a highway interchange if the railroad track were not in existence.

(g) At their own cost and expense maintain their track, roadbed and railroad appurtenances as heretofore, as well as any additional railroad tracks and facilities, constructed beneath the overcrossing structure.

Multnomah County will:

(a) Vacate and abandon that portion of Multnomah County Road No. 506 extending from a connection with the proposed location southerly from the railroad tracks, northerly across the right of way of railroad to a connection with the right of way of the Columbia River Federal Interstate Highway.

From the foregoing it is concluded that the proposed overcrossing structure is necessary in connection with the reconstruction of the Columbia River Federal Interstate Highway, and is required in the interest of public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the petition of the State of Oregon, by and through its State Highway Commission, for the construction of the highway overcrossing structure herein proposed be and the same is hereby granted, and No. 2A-20.54-A shall be assigned to the structure in the Commissioner's Catalog of Railroad Crossings in the State of Oregon. Such overcrossing structure shall be made upon the following terms and conditions:

(1) The construction shall be done in a good and workman-like manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design, with the plan and profile submitted with and made a part of the petition herein, or such revisions thereof as may be mutually agreed upon by Petitioner and Respondents.

(2) Construction and maintenance of the proposed project shall be handled and the costs thereof borne as set forth in the findings of the Commissioner hereinabove made.

(3) Upon the completion of the proposed project, Multnomah County shall barricade and close to public travel the crossing at grade on County Road No. 506, and listed as crossing No. 2A-20.4 in the Commissioner's Catalog of Railroad Crossings in the State of Oregon;

and it is further

ORDERED that the impaired overhead clearance set forth in the findings of the Commissioner hereinabove made is hereby authorized during the period of construction and Respondents are authorized to operate trains over the track during the period of such impaired condition.

Made and entered this 14th day of December, 1957.

Jonel C Hill
Public Utility Commissioner

(SEAL)

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[illegible]1(11)54
I-82-2(7)12
5334
I-80N-2(14)20
5621

October 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Sundial-Multnomah Falls Section
Columbia River Highway
Contract No. 5334

Dear Sir:

Included in the subject contract are various items or portions of items, the performance of which is dependent upon the Corbett interchange structure. No contract for this structure has been awarded to date and the subject paving contract will be completed prior to the completion of the structural contract.

Enclosed are two sets of sketches showing in color the work that we propose to delete from the subject contract and place upon the structural contract to be let in the near future.

This matter has been discussed with members of your staff and verbal approval was indicated.

Your approval of the plan outlined and shown on the enclosed sketches is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

Enclosure

cc Mr. Forrest Cooper
Mr. Tom Edwards

FBK:fp er

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SEP. 24 1959
FOR FILING
I-80N-2(14)20

5621

Salem, Oregon
September 23, 1959

Temporary channelization
at Corbett Station

Mr. F. B. Crandall
Mr. Tom Edwards

Herewith copy of a letter from Mr. Polk concerning the temporary channelization at Corbett Station.

I agree with the Bureau that we should work out this matter so that it will fit in with the construction needs and I would ask that the plan be investigated from that point of view.

OSP:gm

C. S. Paxson

Attach.
cc Mr. W. C. Williams
Mr. Ivan D. Merchant

11-4 55
yes
[illegible]

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
08-35.2

September 18, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

80N
Re: I- -2(-)15
Corbett Interchange

Dear Sir:

Our letter of August 19, 1959 concerning the proposed temporary channelization opposite Corbett Station expressed our concern about traffic making left turns across opposing traffic to reach their destination. In that letter we suggested that the median be closed and right turn off and on access be provided.

We have recently received a revision of the original proposal which now provides a double left turn slot and the through roadways narrowed down to a single lane. While we consider this proposal an improvement over the original design we are still concerned about the hazardous condition that will exist until the interchange structure is completed.

Mr. Cowan, of this office, discussed the delay of getting the structure contract underway, with Mr. Paxton, and Mr. Paxton indicated that a P.U.C. hearing will be held late in October. Soon after that the structural contract should be let for bids. Some means for the contractor to cross the highway will be necessary during the construction period.

The proposed channelization, signing and illumination should be altered sufficiently to provide for this eventuality and thus eliminate or reduce the signing of the construction project by extra work order.

We would suggest that the Interchange layout be superimposed on TED No. 6245 so it will be easier to determine how this will work during the construction period.

Since the illumination will be of a temporary nature Interstate funds will be limited to installation cost of the lights.

[illegible]
Please handle

It would not apply to the light standards, transformers and Mercury Vapor luminaires.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1959

IDAHO
MONTANA
OREGON
WASHINGTON

When replying, refer to
08-35.2

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

August 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-2(--)15
Corbett Interchange

Dear Sir:

This office has recently received a plan of a proposed left turn refuge and median opening to be provided at Corbett Station. This would be a temporary expedient that would remain in place until the completion of the Corbett Interchange structure.

The continuation of a left turn movement at this location will be extremely hazardous, since this section of highway is now operating as a four lane divided freeway from Rooster Rock Park to Portland. The median opening should be closed.

It would be permissible to provide for a right turn off and on connection into the existing roadway leading to Corbett Station. The same type of connection could be allowed from the westbound traffic lanes to the boat launching ramp.

It is true that closing the median through this area will inconvenience some motorists, but the inconvenience will be slight compared to the possibility of persons losing their lives due to an unsafe condition that could be prevented.

We strongly urge that a concentrated effort be put forth to expedite the contract letting and early construction of the Corbett Interchange structure.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

NOTED
FORREST COOPER

NOTED

FORM E-1

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

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SEP 18 1959
FOR FILING

I-80N-2(14)20

5621

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Sept. 16, 1959

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: 331 - Corbett Station O-Xing
OWRR & N Co. - Multnomah County
Columbia River Highway
Your Docket No. 2669

Attention: Clifford Ferguson

Dear Sir:

Herewith I hand you, for substitution in the petition of the State Highway Commission in the above titled matter, two sets of prints covering Drawing No. 13940, revised Sept. 1, 1959, and Drawings Nos. 14989 and 14990, revised Aug. 31, 1959.

The revisions are minor in their nature and provide for a 1°36' curve on the future main line track instead of a future 1° curve. The gradient on the east-bound ramp north of the railroad has been increased slightly and the length of the ramp has been shortened.

Copies of the revised prints are being sent as follows:

D. F. Wengert, General Manager
Union Pacific Railroad Co.

Randall B. Kester, General Solicitor
Union Pacific Railroad Co.

Multnomah Board of County Commissioners

It is requested that the above parties acknowledge to you service of the revised prints, and by carbon copy thereof send such acknowledgment to this office.

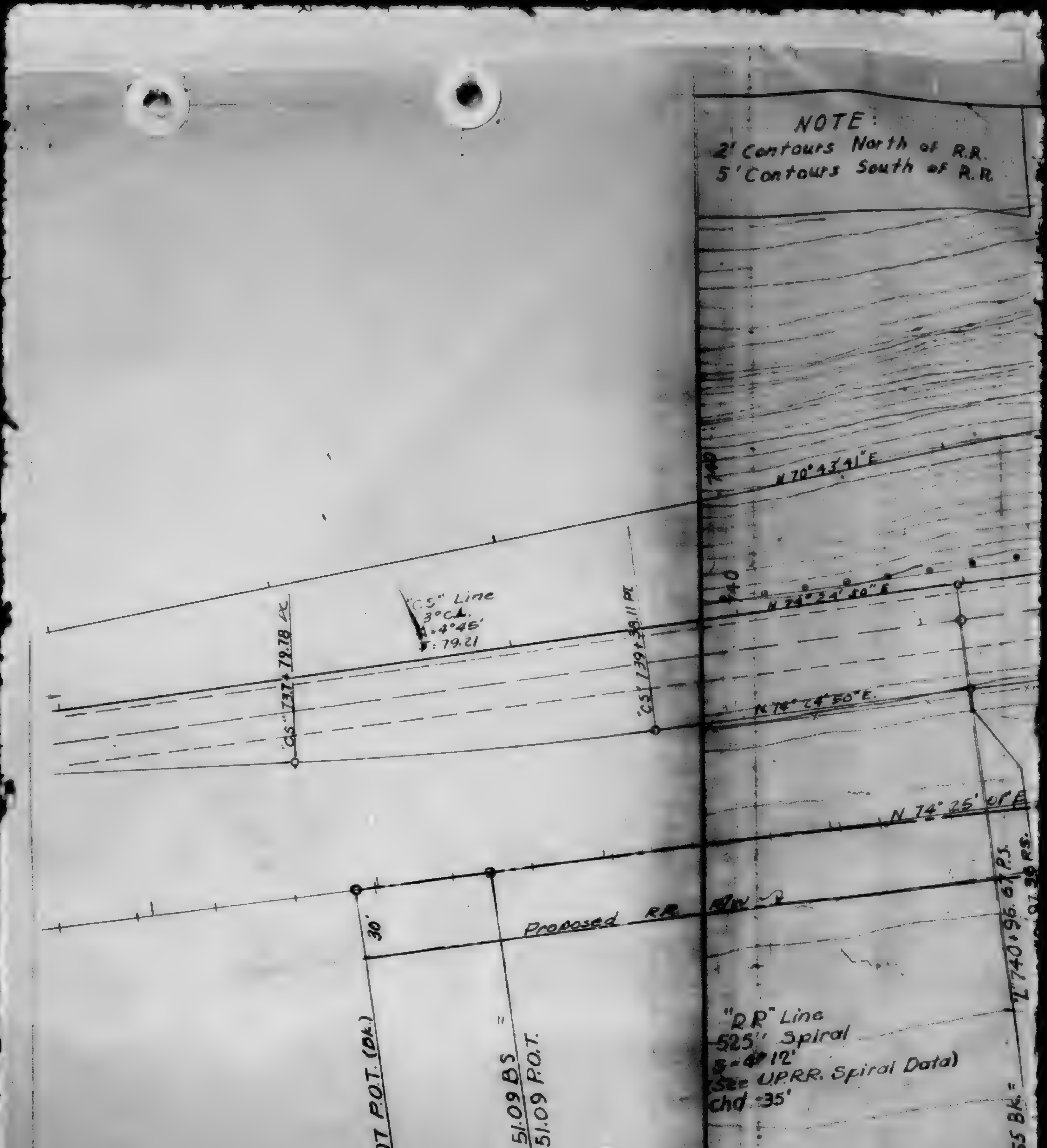
Yours very truly,

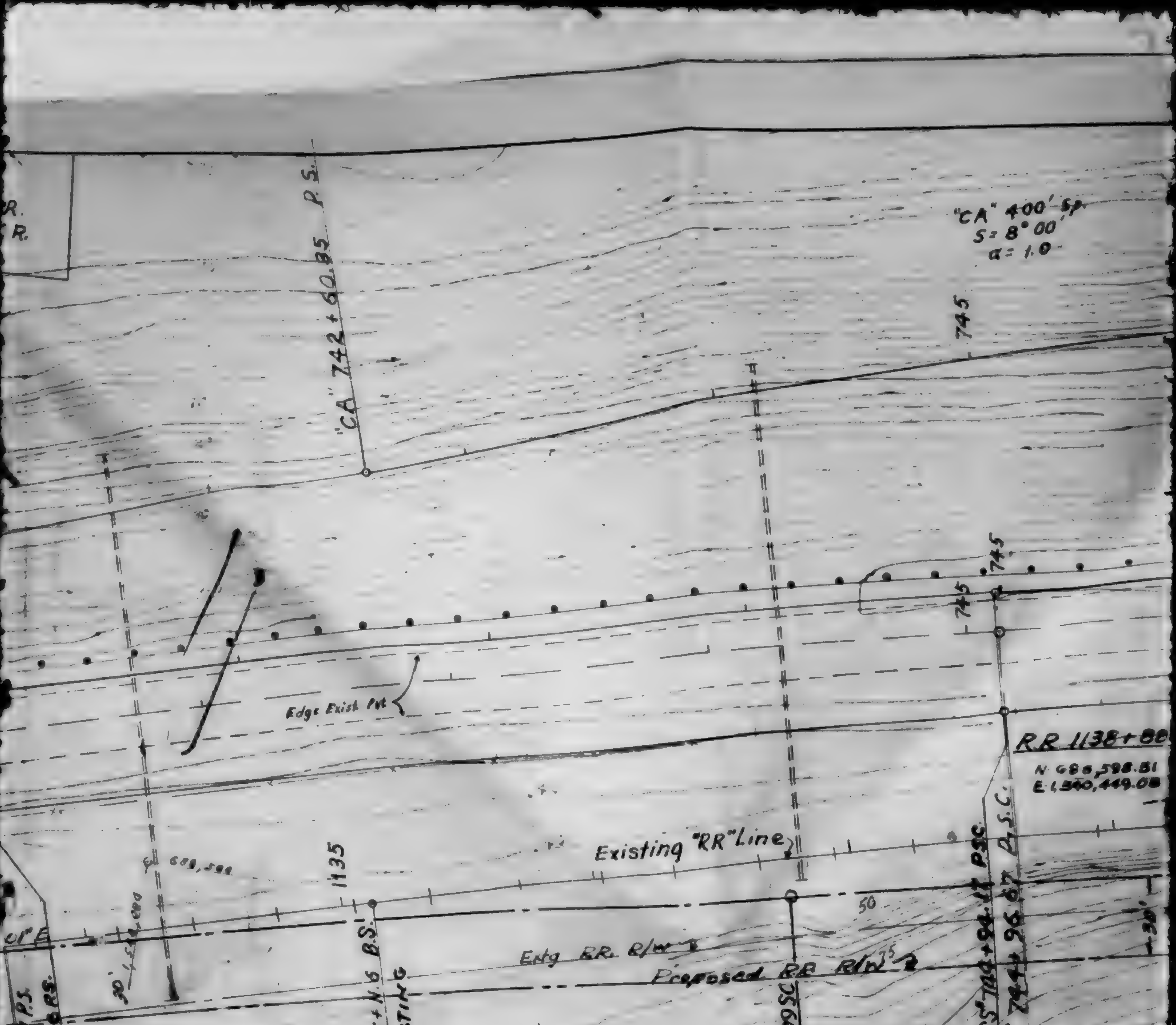
JWD/ks
enc.

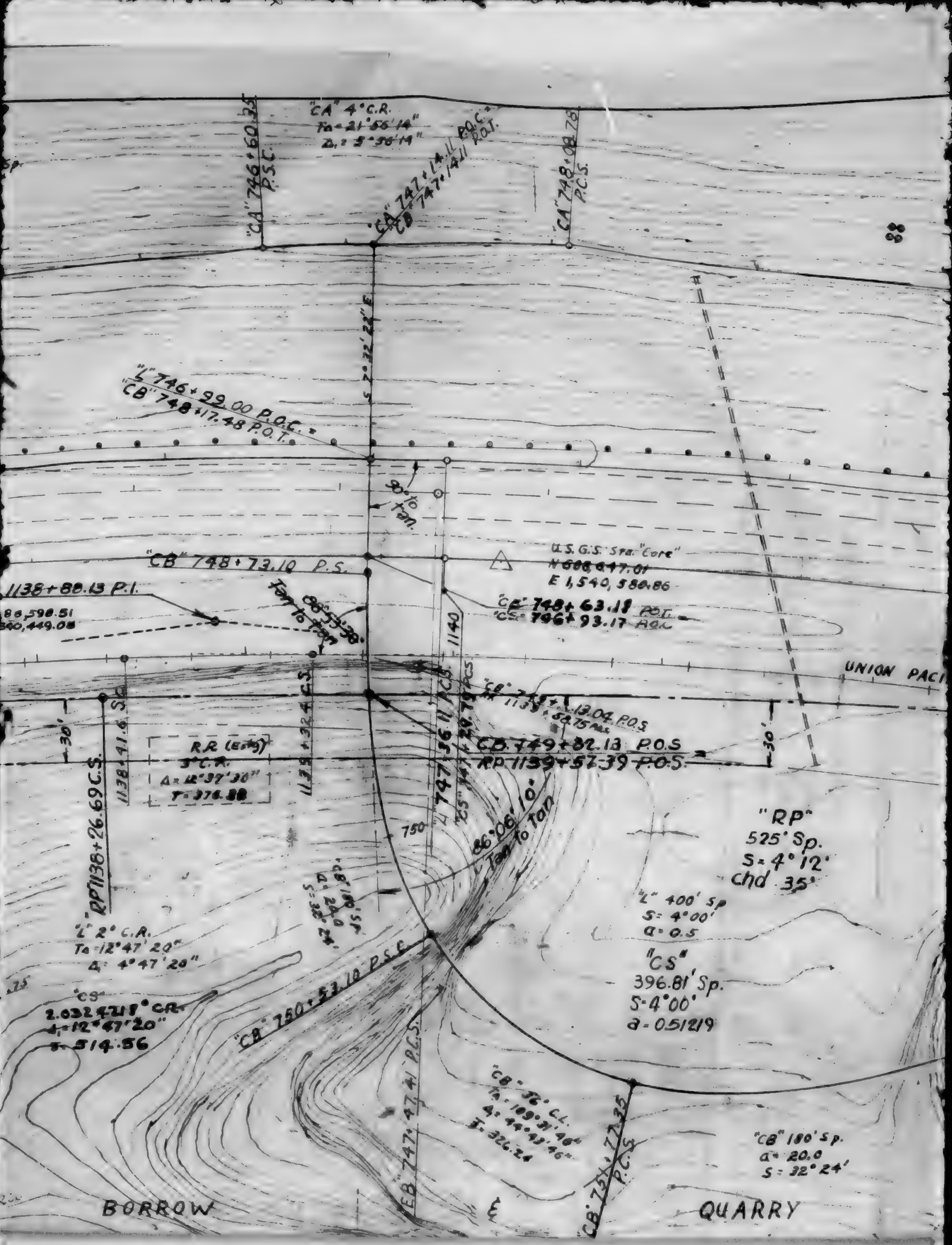
J. W. DeSOUZA
Assistant Counsel

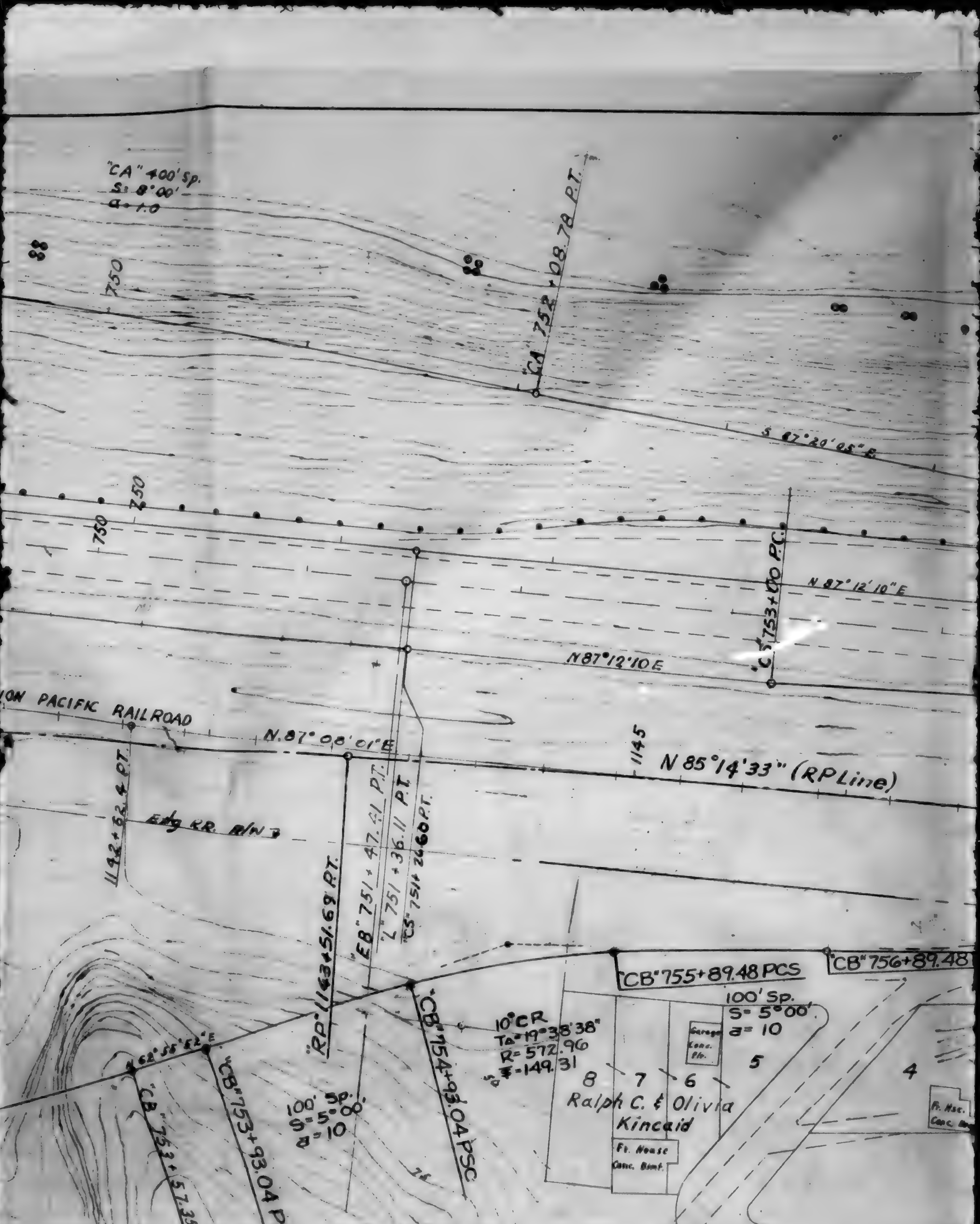
cc: D. F. Wengert - with prints
Randall B. Kester- with prints
Multnomah Board of County Comm.- with prints
G. S. Paxson - with prints
Tom Edwards - with prints
Ivan Merchant
A. G. Skelton - with prints

NOTED
G. S. PAXSON


NOTE:
2' Contours North of R.R.
5' Contours South of R.R.
740
N 70° 43' 41" E
740
N 74° 24' 50" E
"C.S" Line
3° C.L.
Δ=4°45'
T: 79.21
"CS" 737+79.78 PC
"CS" 739+38.11 PT
N 74° 24' 50" E.
N 74° 25' 01" E
Proposed R.R. R/W
30'
R.R. 1130+92.07 P.O.T. (Bk.)
"RP" 1131+51.09 BS
"RR" 1131+51.09 P.O.T.
"RP" Line
525' Spiral
S=4° 12'
(See U.P.R.R. Spiral Data)
chd=35'
"Z" 740+96.67 P.S.
97.96 P.S.
741+16.55 Bk. =

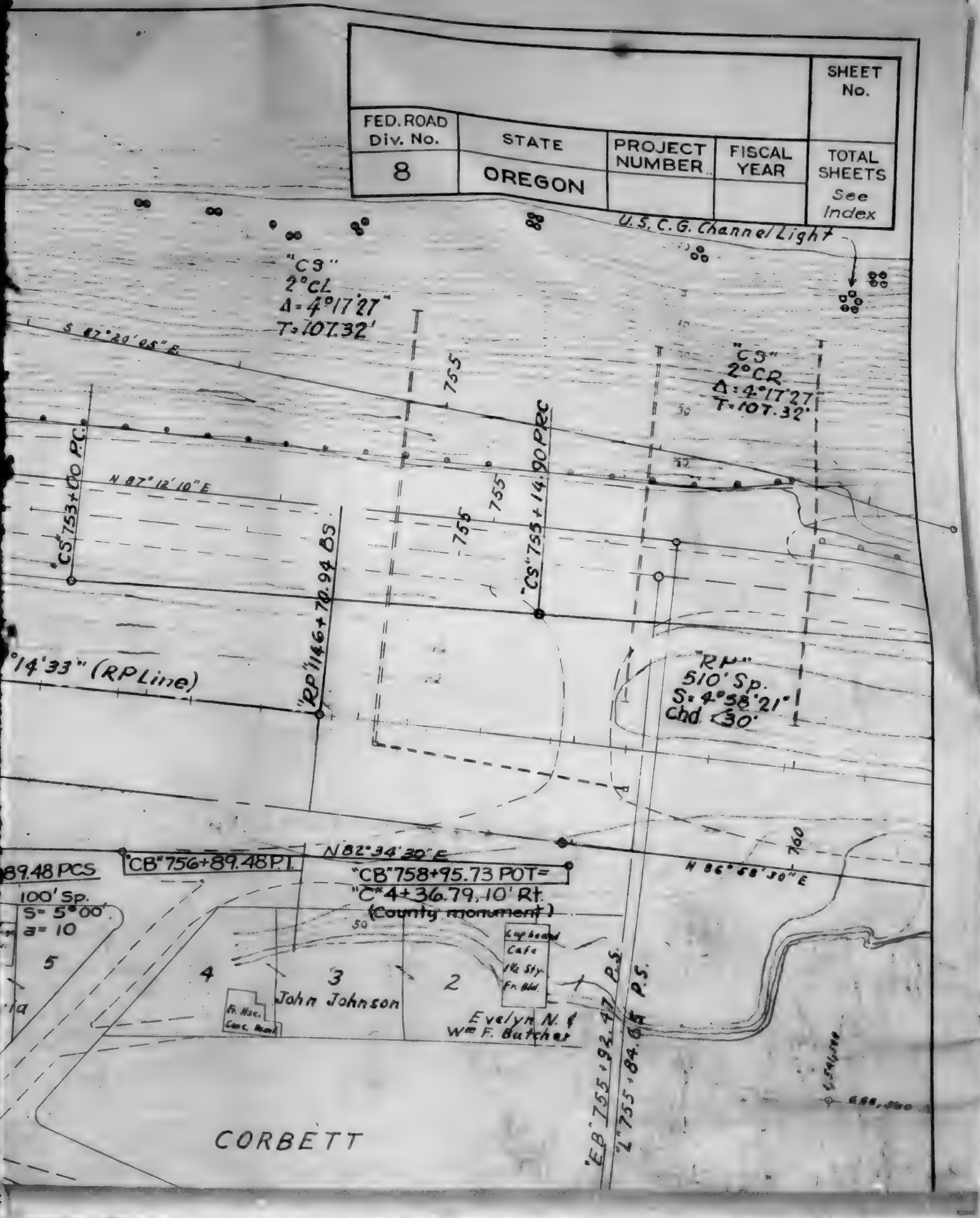

R.
R.
"CA" 742+60.85 P.S.
"CA" 400' Sp.
S = 8° 00'
a = 1.0
745
745
745
Edge Exist Pvt
RR 1138+80
N. 680,598.81
E. 1,540,449.08
Existing "RR" Line
1135
50
75
100
125
150
175
200
Extg RR R/W
Proposed RR R/W
"RR" 1135+46 B.S.
EXISTING
"RP" 1136+76.09 SC
"CS" 744+84.17 PSC
"L" 744+96.67 P.S.C.
"RP"
1°36' CR
TΔ 10°49'32"
Ts 602.10
"L" 740+96.67 P.S.
"CS" 740+97.36 P.S.
"EB" 741+16.55 Bk.=
"EB" 741+12.41 Ah.
"EB" 745+12.41 P.S.C.
30'
30'
"L"
400' Sp.
S = 4° 00'
a = 0.5
"CS"
396.81' Sp.
S = 4° 00'
a = 0.51219
STATE

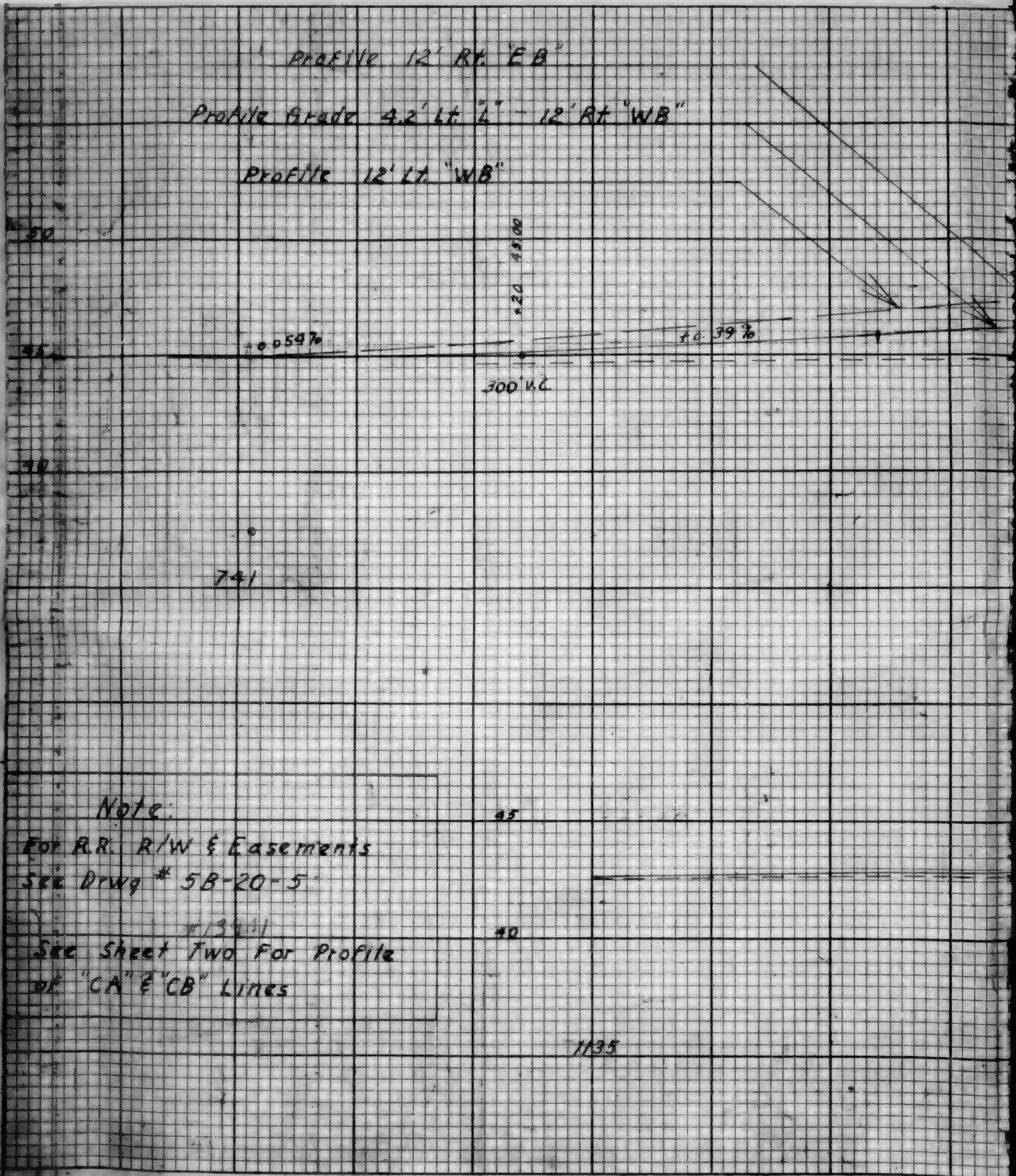

"CA" 4° C.R.
Ta = 21°56'14"
Δ₁ = 5°56'14"
"CA" 746+60.35 P.S.C.
"CA" 747+14.11 P.O.C.
"CB" 747+14.11 P.O.T.
"CA" 748+08.78 P.C.S.
S 7°32'22" E
"L" 746+99.00 P.O.C. =
"CB" 748+17.48 P.O.T.
90° to Tan.
"CB" 748+73.10 P.S.
U.S.G.S. Sta. "Core"
N 600,647.01
E 1,540,580.86
1138+88.13 P.I.
88,598.51
340,449.08
88°53'30"
Tan to Tan
"CB" 748+63.18 P.O.T.
"CS" 796+93.17 P.O.C.
1140
UNION PACI
"CB" 749+13.04 P.O.S.
1139+58.75 P.O.S.
CB 749+82.13 P.O.S.
RP 1139+57.39 P.O.S. =
30'
30'
R.R. (Exstg)
3° C.R.
Δ = 12°37'30"
T = 376.88
RP1138+26.69 C.S.
1138+41.6 S.C.
1139+32.4 C.S.
"L" 747+36.11 P.C.S.
"CS" 747+29.79 P.C.S.
750
86°06'10"
Tan to Tan
"RP"
525' Sp.
S = 4°12'
Chd 35'
"CB" 180' Sp.
a = 20.0
S = 32°24'
"L" 2° C.R.
Ta = 12°47'20"
Δ = 4°47'20"
"L" 400' Sp
S = 4°00'
a = 0.5
"CS"
396.81' Sp.
S = 4°00'
a = 0.51219
"CS"
2.0324218° C.R.
Δ = 12°47'20"
T = 514.56
"CB" 750+53.10 P.S.C.
"CB" 747+47.41 P.C.S.
"CB" 32° C.L.
Ta = 109°31'46"
Δ = 44°43'46"
T = 326.24
"CB" 751+77.35 P.C.S.
BORROW
℄
QUARRY



"CA" 400' Sp.
S= 8°00'
a= 1.0
750
"CA" 752+08.78 P.T.
S 87°20'05" E.
750
750
"CS" 753+00 P.C.
N 87°12'10" E
N87°12'10E
ION PACIFIC RAILROAD
N.87°08'01"E
1145
N 85°14'33" (RP Line)
1142+62.4 P.T.
Exg. RR. R/W
"RP" 1143+51.69 P.T.
"EB" 751+47.41 P.T.
"L" 751+36.11 P.T.
"CS" 751+26.60 P.T.
"CB" 755+89.48 PCS
"CB" 756+89.48
100' Sp.
S= 5°00'
a= 10
10°CR
Ta=19°38'38"
R= 572.96
T= 149.31
"CB" 754+93.04 PSC
100' Sp.
S= 5°00'
a= 10
N 62°55'52" E
"CB" 753+93.04 PS
"CB" 753+57.35 P.T.
8
7
6
5
4
Garage
Conc. Flr.
Ralph C. & Olivia
Kincaid
Fr. House
Conc. Bsmt.
Fr. Hse.
Conc. Bsmt.
75
AREA
COR

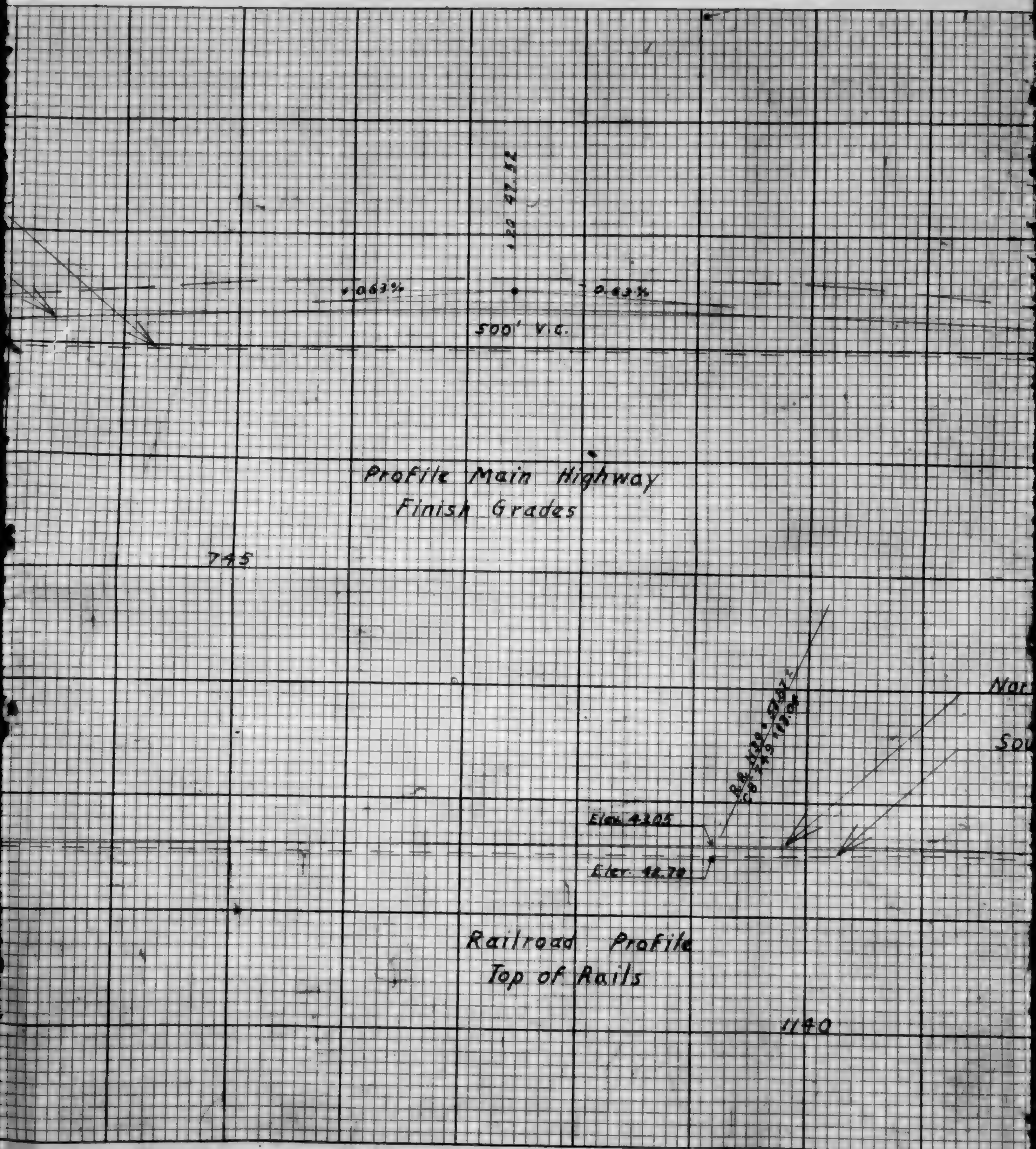
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.
8	OREGON			TOTAL SHEETS See Index

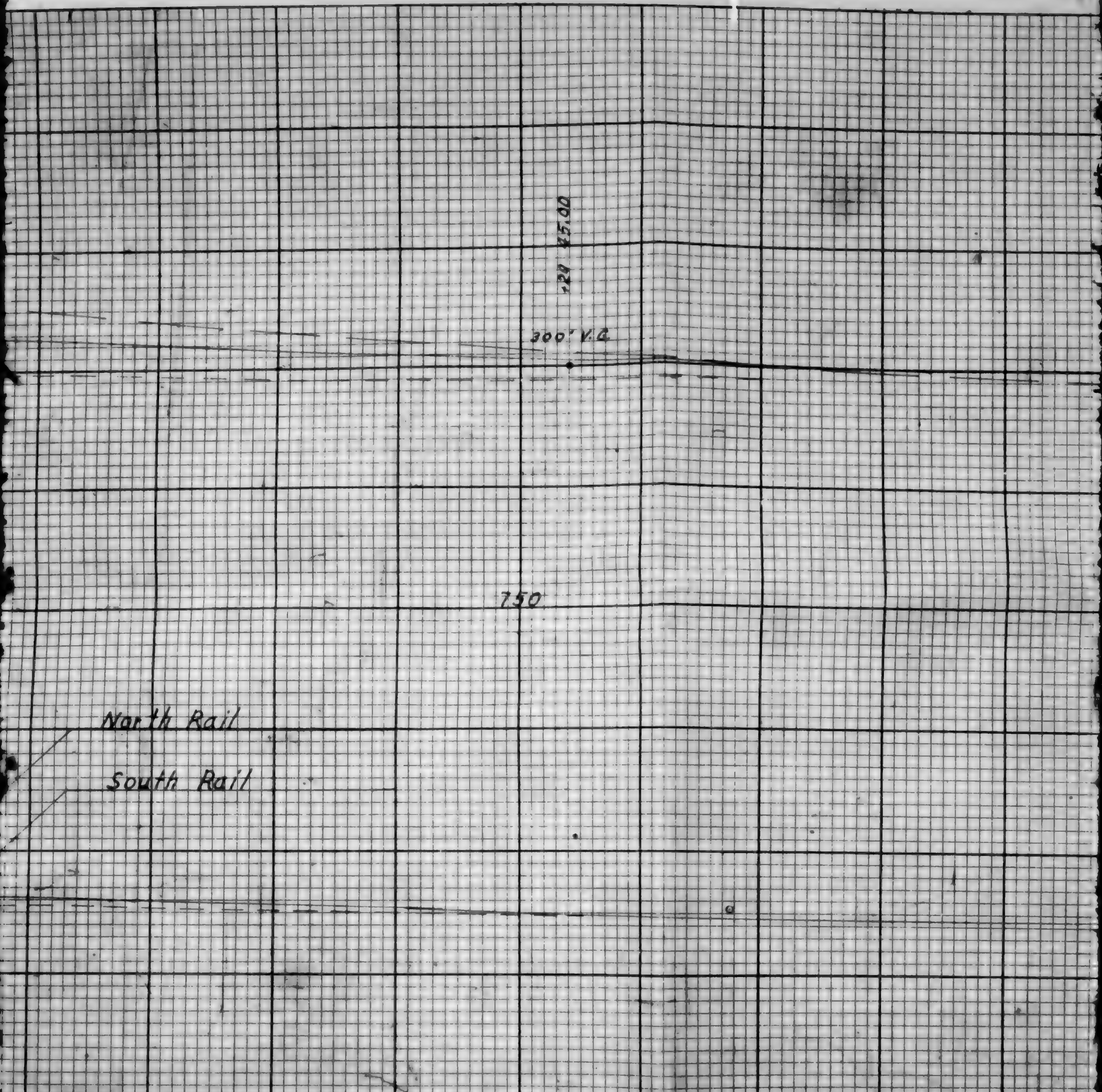

U.S.C.G. Channel Light
"CS"
2°CL
Δ=4°17'27"
T=107.32'
S 87°20'05" E
755
"CS"
2°CR
Δ=4°17'27"
T=107.32'
30
"CS"753+00 P.C.
N 87°12'10" E
755
755
"CS"755+14.90 PRC
"RP"1146+70.94 BS
°14'33" (RP Line)
"RP"
510' Sp.
S=4°58'21"
Chd <30'
89.48 PCS
"CB"756+89.48 P.T.
N 82°34'30" E
"CB"758+95.73 POT=
"C"4+36.79, 10' Rt.
(County monument)
100' Sp.
S=5°00'
a=10
760
N 86°58'30" E
50
5
4
3
2
Fr. Hse.
Conc. Bsmt.
John Johnson
Cupboard
Cafe
1½ Sty.
Fr. Bld.
Evelyn N. &
Wm F. Butcher
"EB"755+92.47 P.S.
"L"755+84.65 P.S.
CORBETT


Profile 12' Rt. "EB"
Profile Grade 4.2' Lt. "L" - 12' Rt "WB"
Profile 12' Lt. "WB"
50
45
40
45.00
+20
+0.054%
+0.39%
300' V.C.
741
45
40
1135

Note:
For R.R. R/W & Easements
See Drwg # 5B-20-5

See Sheet Two For Profile
of "CA" & "CB" Lines

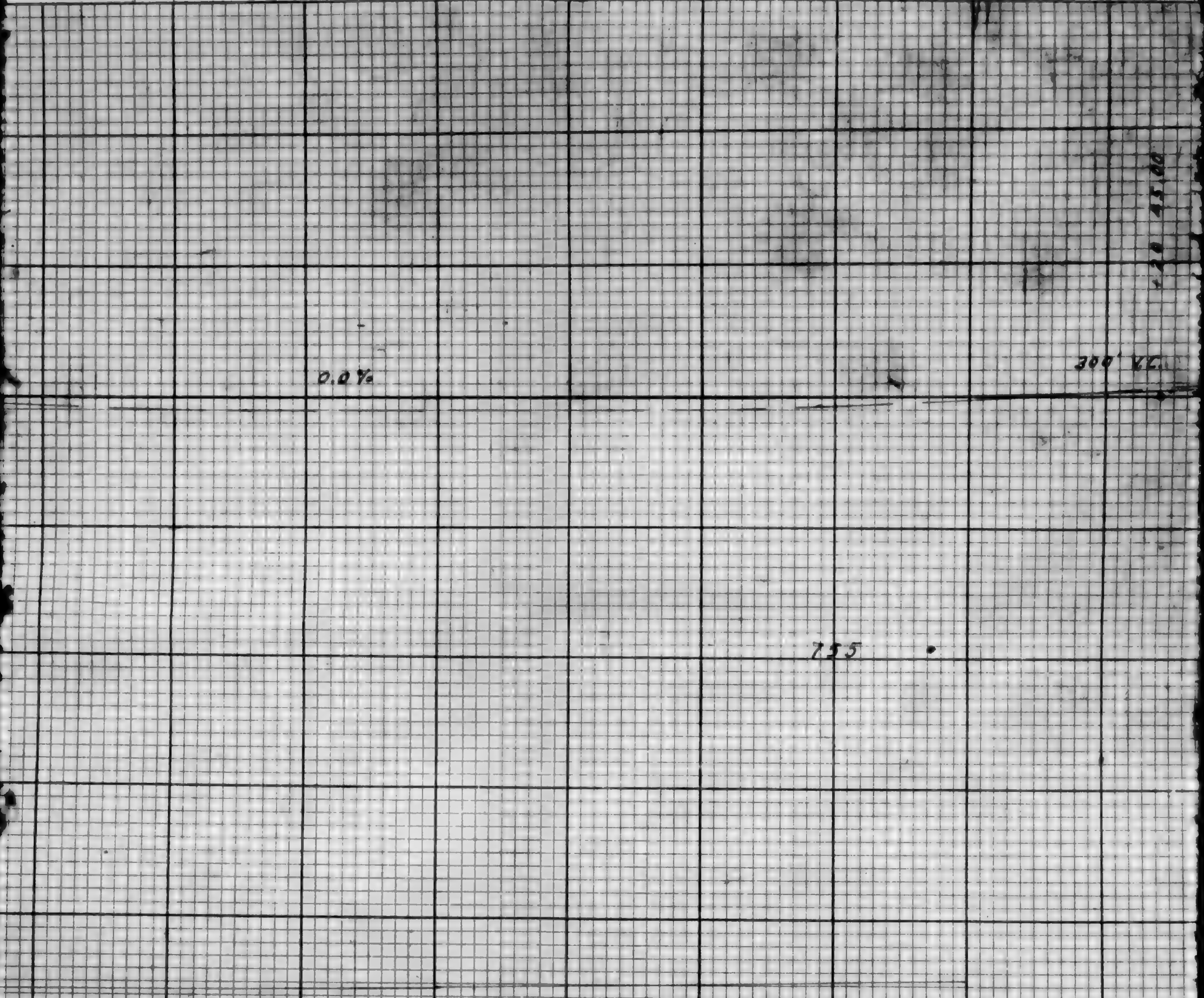

120 47.52
+0.63%
-0.63%
500' V.C.
Profile Main Highway
Finish Grades
745
R.R. 1129+37.87
C.B. 249+17.08
Nor
Sou
Elev. 4305
Elev. 42.70
Railroad Profile
Top of Rails
1140


+29 25.00
300' V.C.
750
North Rail
South Rail

Removed "RA" Line data and added "RP" Line data

J.H.

REVISED 9-9-59



N45

Stnd

Revised to show U.P.R.R. (RR Line)
Realignment and "CS" Line [illegible]

REVISED 30 JULY 1958

OREGON STATE HIGHWAY

VICINITY MAP & PROFILE

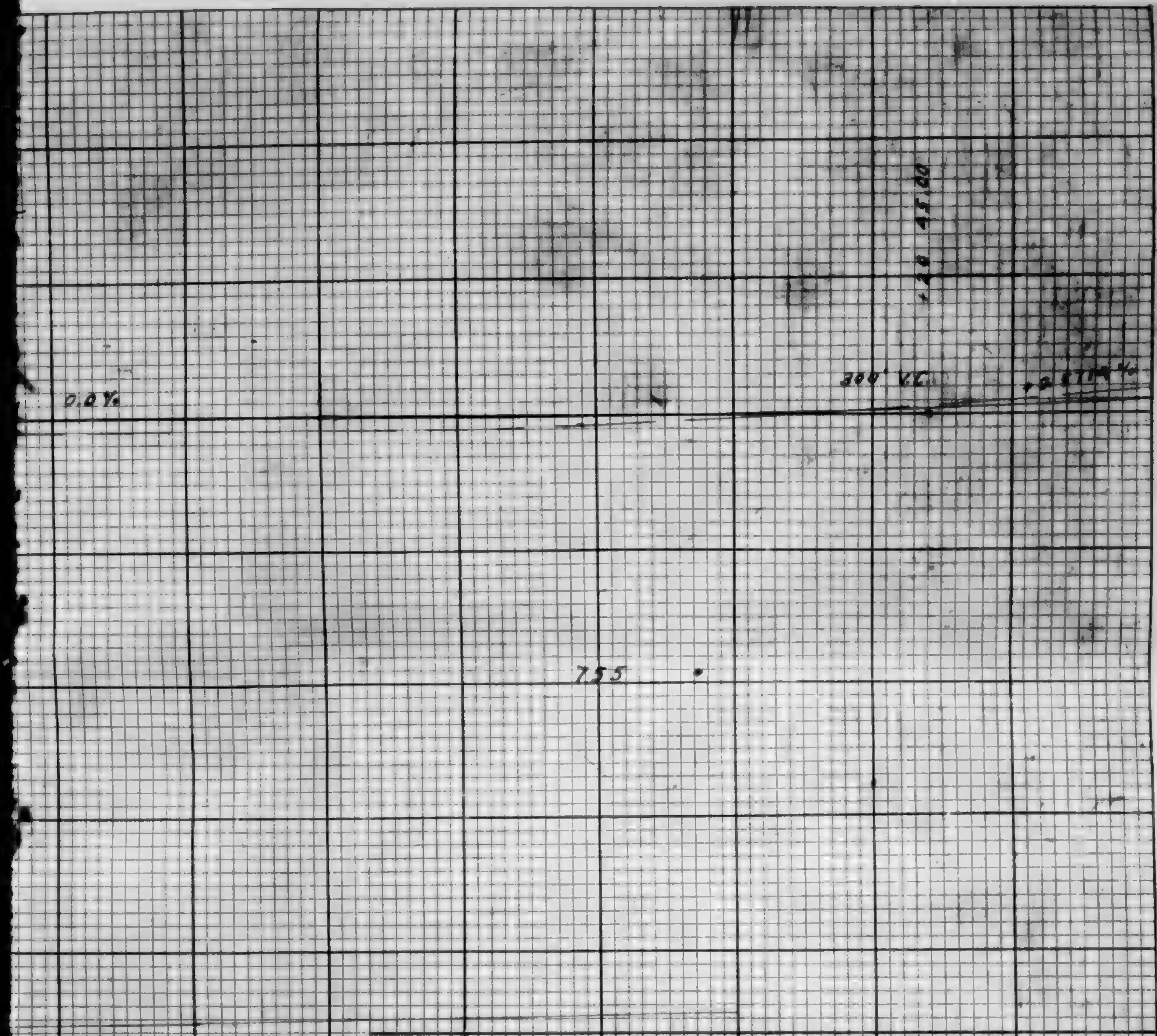
CORBETT OVERCROSSING

EAST UNIT: SUNDIAL - ROOSTER ROCK

COLUMBIA RIVER HWY.

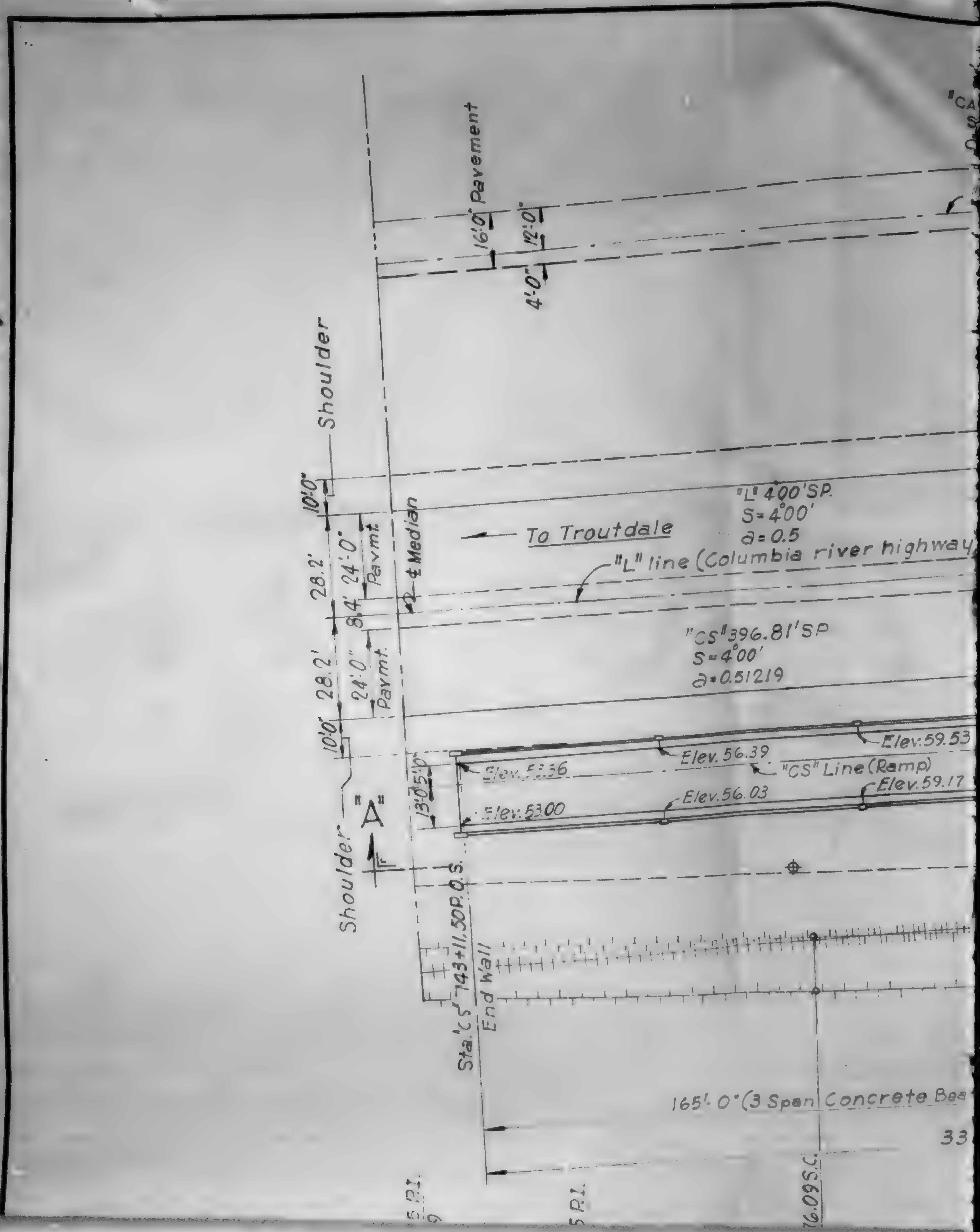
MULTNOMAH COUNTY JAN

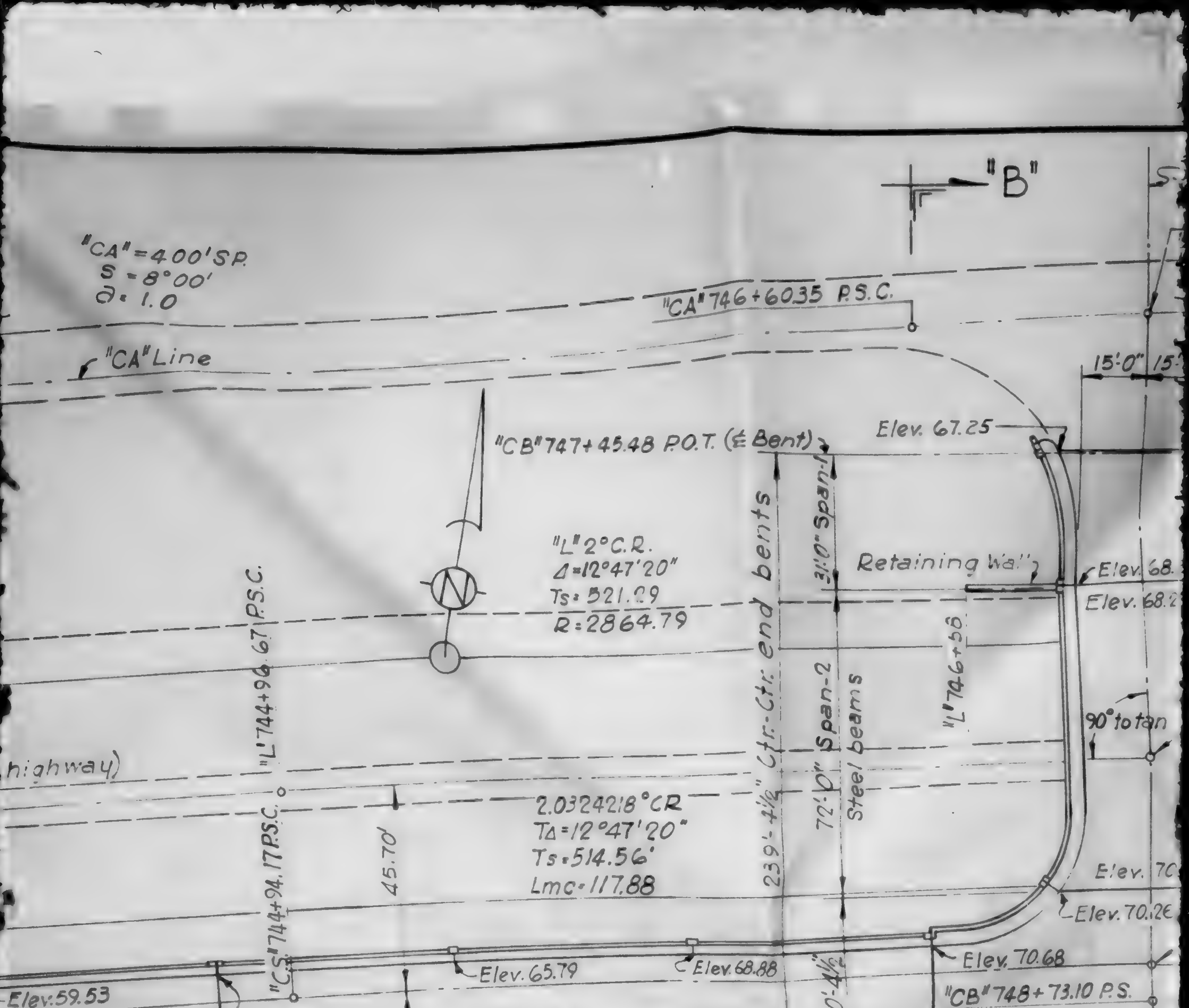
BRIDGE NO. 8470 DRAWING NO. 1

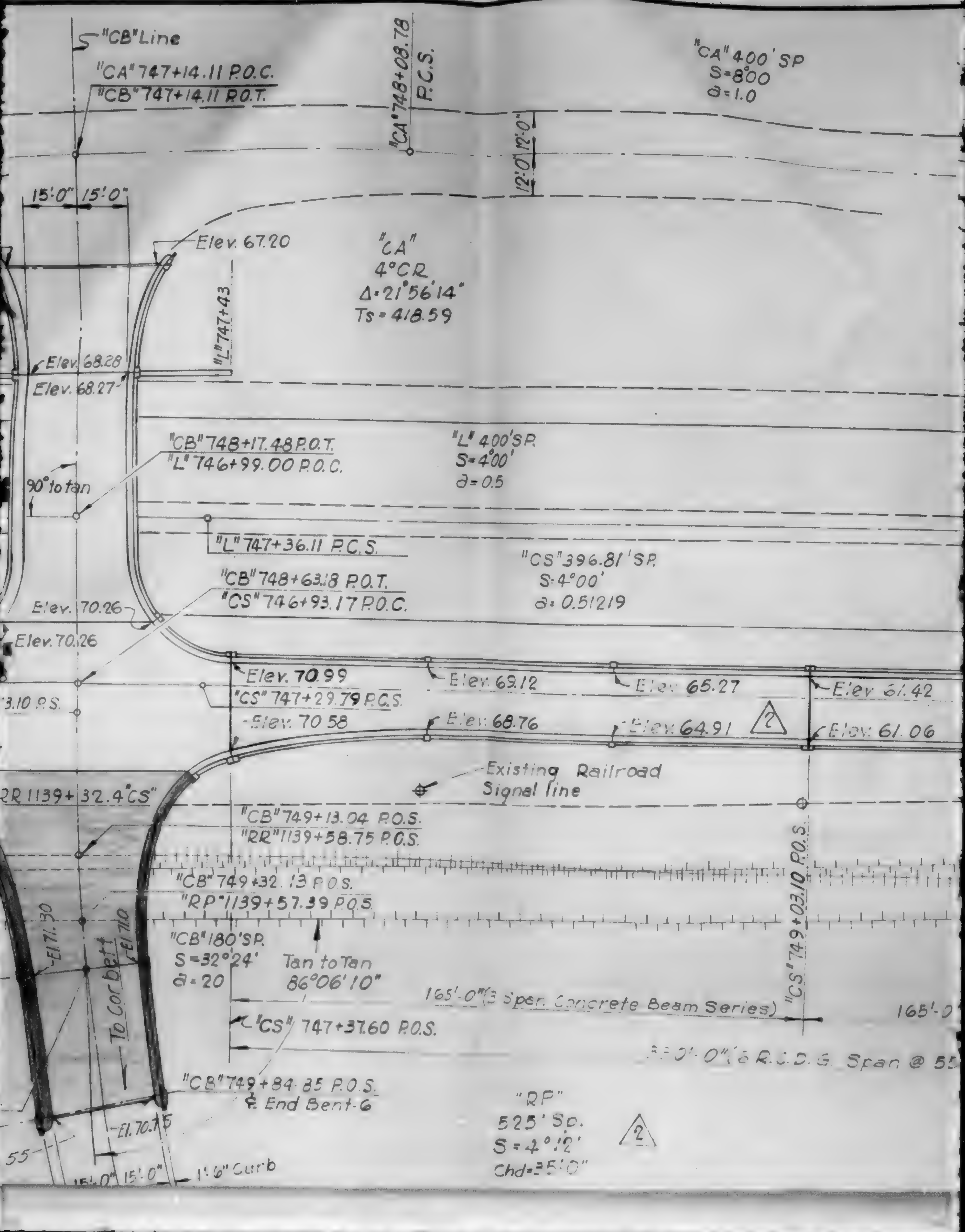


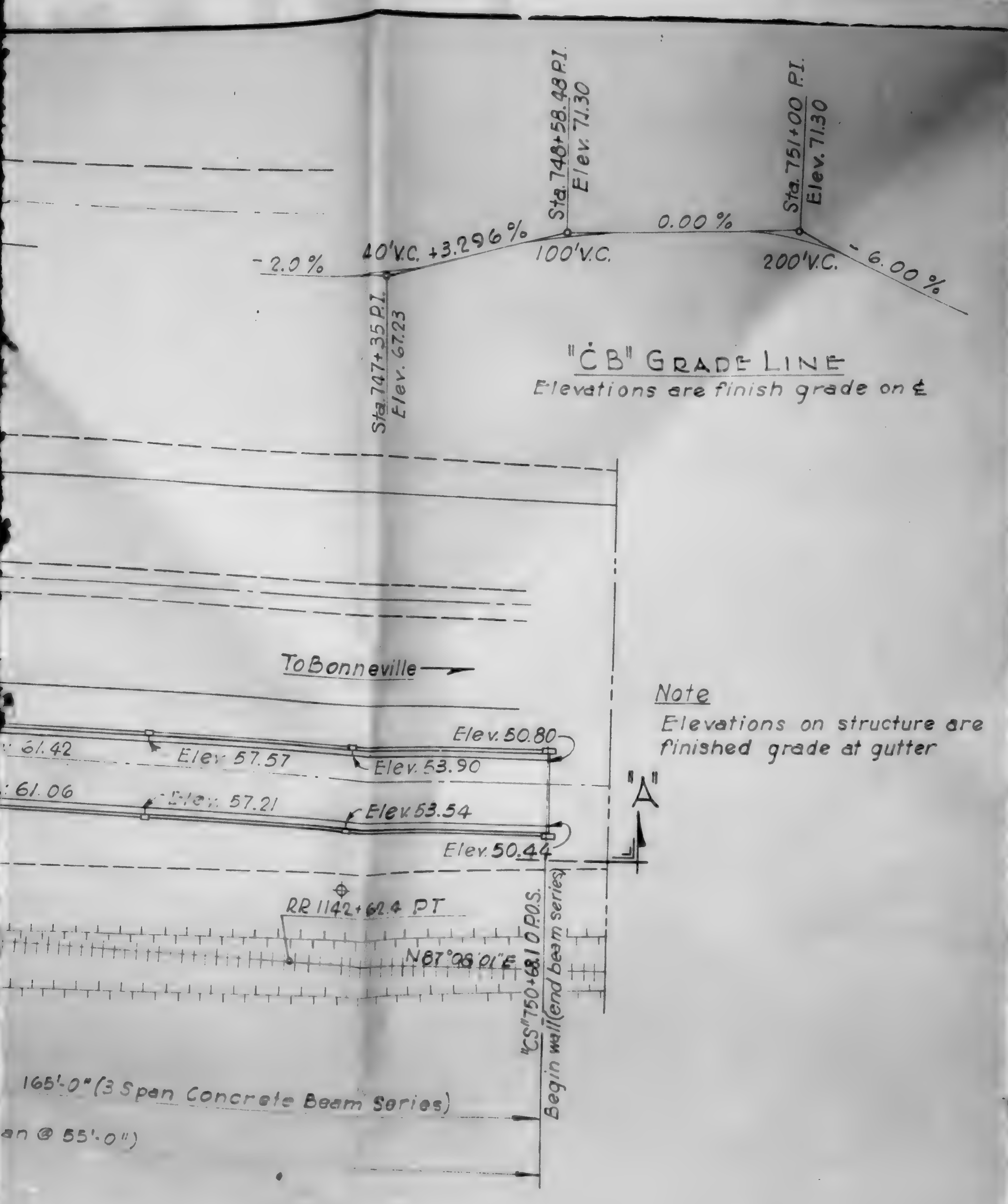
OREGON STATE HIGHWAY DEPT.
VICINITY MAP & PROFILE
CORBETT OVERCROSSING
EAST UNIT: SUNDIAL - ROOSTER ROCK SECTION
COLUMBIA RIVER HWY.
MULTNOMAH COUNTY JAN 1958
BRIDGE NO. 8470 DRAWING NO. 13940

to show U.P.R.R. (RA Line)
ment and "CS" Line 10-1-58
ED 30 JULY 1958


"CA
16'0" Pavement
12'0"
4'0"
Shoulder
10'0"
28.2'
24'0"
Pavmt.
8.4'
℄ Median
28.2'
24'0"
Pavmt.
10'0"
To Troutdale
"L" 400'SP.
S=4°00'
a=0.5
"L" line (Columbia river highway
"CS" 396.81'SP
S=4°00'
a=0.51219
Elev. 59.53
Elev. 56.39
"CS" Line (Ramp)
Elev. 53.36
13'0.5'0"
Elev. 56.03
Elev. 59.17
Elev. 53.00
Shoulder
"A"
Shoulder
Sta. "CS" 743+11.50 P.O.S.
End Wall
165'-0" (3 Span Concrete Bea
33
76.09 S.C.
5 P.I.
5 P.I.
9

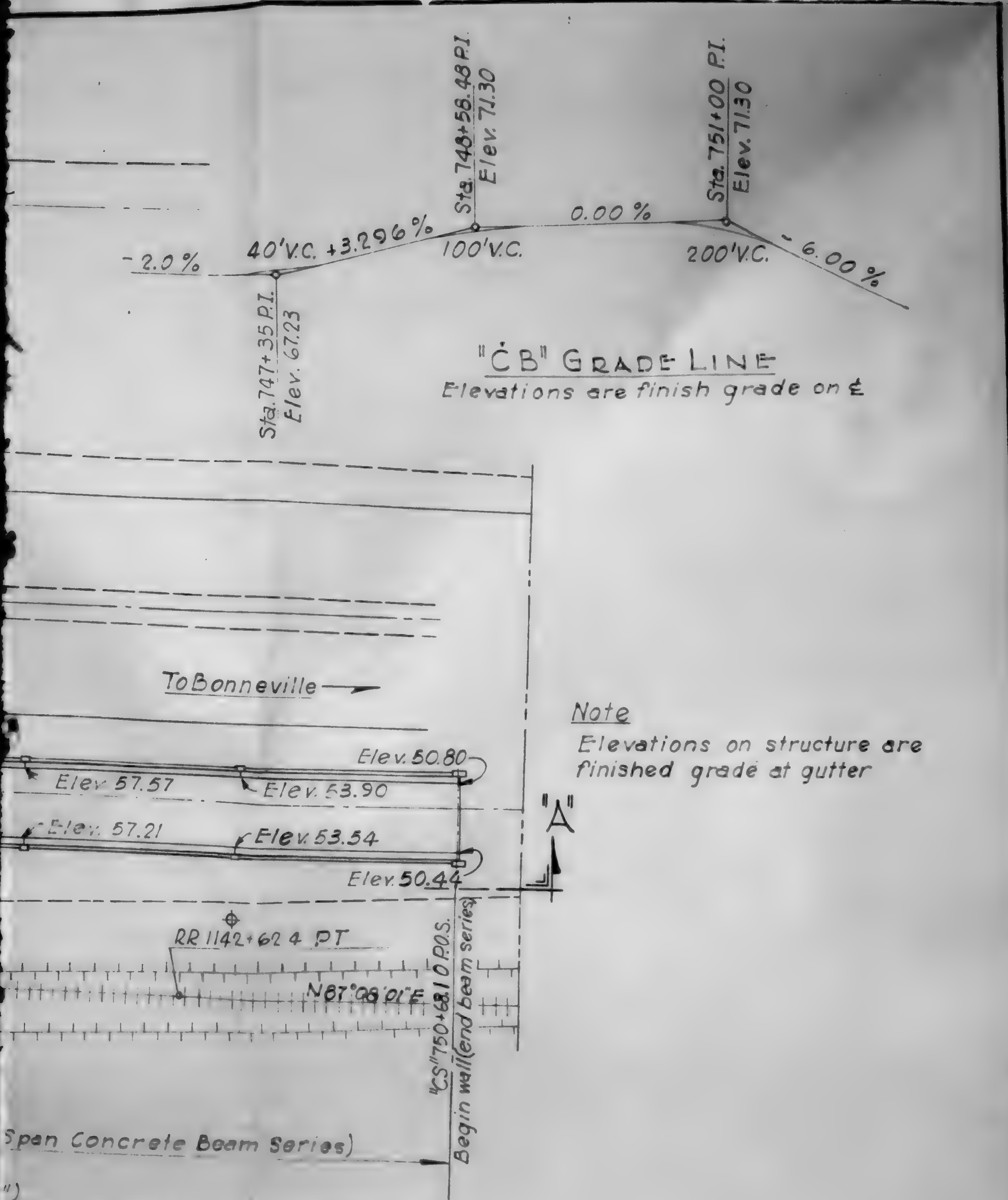

"B"
"CA"=400'SP.
S=8°00'
a=1.0
"CA"746+6035 P.S.C.
"CA" Line
15'-0"
"CB"747+45.48 P.O.T. (℄ Bent)
Elev. 67.25
"L" 2°C.R.
Δ=12°47'20"
Ts=521.29
R=2864.79
31'-0" Span-1
Retaining Wall
Elev. 68.
Elev. 68.2
"L'744+96.67 P.S.C.
239'-4½" Ctr.-Ctr. end bents
72'-0" Span-2
Steel beams
"L" 746+56
90° to tan
highway)
2.0324218°CR
TΔ=12°47'20"
Ts=514.56'
Lmc=117.88
45.70'
"CS" 744+94.17 P.S.C.
Elev. 70
Elev. 70.26
Elev. 70.68
Elev. 65.79
Elev. 68.88
40'-4½"
"CB"748+73.10 P.S.
-Elev. 59.53
(Ramp)
Elev. 59.17
Elev. 62.66
Elev. 62.30
Elev. 65.43
Elev. 68.52
Elev. 70.27
Rad. = 2819.09
Off track maintenance clerance line
RR 1139+
RR 1138+41.6 SC
Existing UPRR main line track
Sta. "CS" 744+76.5 P.O.S.
15'-0"
18'-0"
59'-0" Span 4
Sta. "CS" 746+42.0 P.O.C.
Future UPRR passing track
El. 71.30
Future UPRR main line track (relocated)
Roberts Projection
rete Beam Series)
165'-0" (3 Span Concrete Beam Series)
330'-0" (6 R.C.D.G. Spans @ 55'-0")
37'-0" Span-5
"CB" 749+47.85 P.O.S.
"RP"
1°36' CR
TΔ=10°44'32"
2
746+80 P.I.
v. 75.50
38+26.69 C.S.
El. 71.55
15'


"CB" Line
"CA" 747+14.11 P.O.C.
"CB" 747+14.11 P.O.T.
"CA" 748+08.78 P.C.S.
"CA" 400' SP
S=8°00
a=1.0
12'-0"
12'-0"
15'-0"
15'-0"
Elev. 67.20
"CA"
4° C R
Δ=21°56'14"
Ts=418.59
"L" 747+43
Elev. 68.28
Elev. 68.27
"CB" 748+17.48 P.O.T.
"L" 746+99.00 P.O.C.
"L" 400' SP.
S=4°00'
a=0.5
90° to tan
"L" 747+36.11 P.C.S.
"CS" 396.81' SP.
S=4°00'
a=0.51219
"CB" 748+63.18 P.O.T.
"CS" 746+93.17 P.O.C.
Elev. 70.26
Elev. 70.26
Elev. 70.99
"CS" 747+29.79 P.C.S.
Elev. 70.58
Elev. 69.12
Elev. 68.76
Elev. 65.27
Elev. 64.91
2
Elev. 61.42
Elev. 61.06
3.10 P.S.
2R 1139+32.4 "CS"
Existing Railroad Signal line
"CB" 749+13.04 P.O.S.
"RR" 1139+58.75 P.O.S.
"CS" 749+03.10 P.O.S.
"CB" 749+32.13 P.O.S.
"RP" 1139+57.39 P.O.S.
El. 71.30
El. 71.0
To Corbett
"CB" 180' SP.
S=32°24'
a=20
Tan to Tan
86°06'10"
165'-0" (3 Span Concrete Beam Series)
165'-0
"CS" 747+37.60 P.O.S.
0'-0" (6 R.C.D.G. Span @ 55
"CB" 749+84.85 P.O.S.
℄ End Bent-6
El. 70.75
"RP"
525' Sp.
S=4°12'
Chd=25'0"
2
1.55
15'-0"
15'-0"
1'-6" Curb


Sta. 748+58.48 P.I.
Elev. 71.30
Sta. 751+00 P.I.
Elev. 71.30
-2.0%
40'V.C. +3.296%
100'V.C.
0.00%
200'V.C.
-6.00%
Sta. 747+35 P.I.
Elev. 67.23
"CB" GRADE LINE
Elevations are finish grade on ℄
To Bonneville
Elev. 50.80
61.42
Elev. 57.57
Elev. 53.90
61.06
Elev. 57.21
Elev. 53.54
Elev. 50.44
"A"
RR 1142+62.4 PT
N87°08'01"E
"CS" 750+68.10 P.O.S.
Begin wall (end beam series)
165'-0" (3 Span Concrete Beam Series)
an @ 55'-0")

Note

Elevations on structure are finished grade at gutter

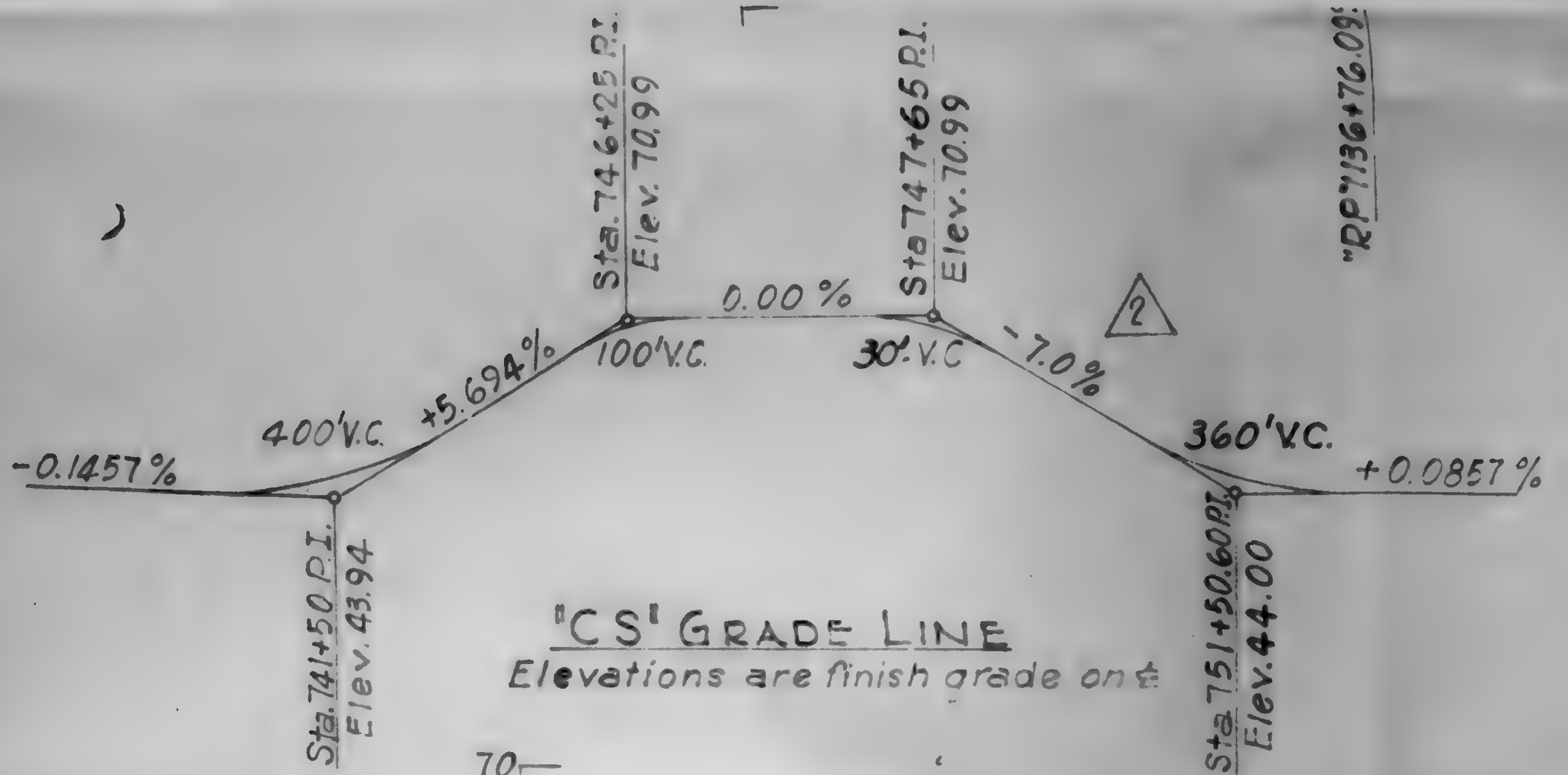

Sta. 748+58.48 P.I.
Elev. 71.30
Sta. 751+00 P.I.
Elev. 71.30
-2.0%
40'V.C. +3.296%
100'V.C.
0.00%
200'V.C.
-6.00%
Sta. 747+35 P.I.
Elev. 67.23
To Bonneville
Elev. 50.80
Elev. 57.57
Elev. 53.90
"A"
Elev. 57.21
Elev. 53.54
Elev. 50.44
RR 1142+62.4 P.T.
N67°08'01"E
"CS" 750+68.10 P.O.S.
Begin wall (end beam series)
Span Concrete Beam Series)
")

"CB" GRADE LINE

Elevations are finish grade on ℄

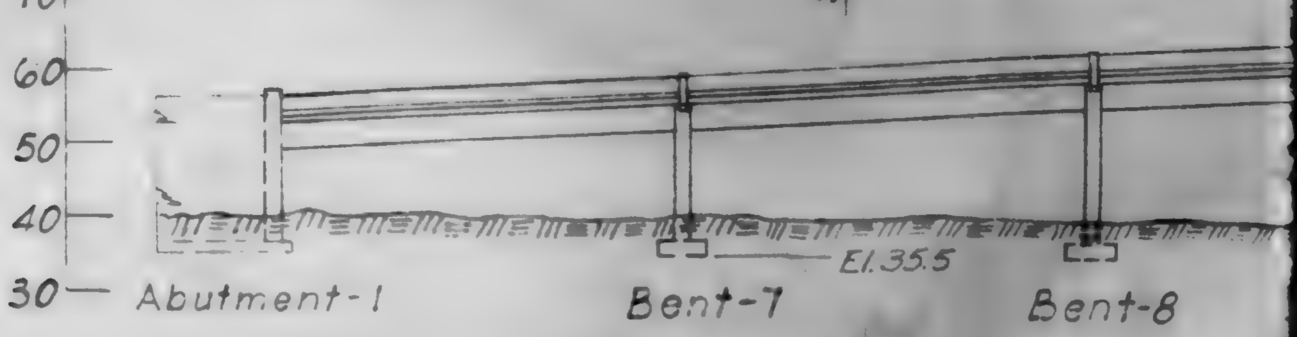
Note

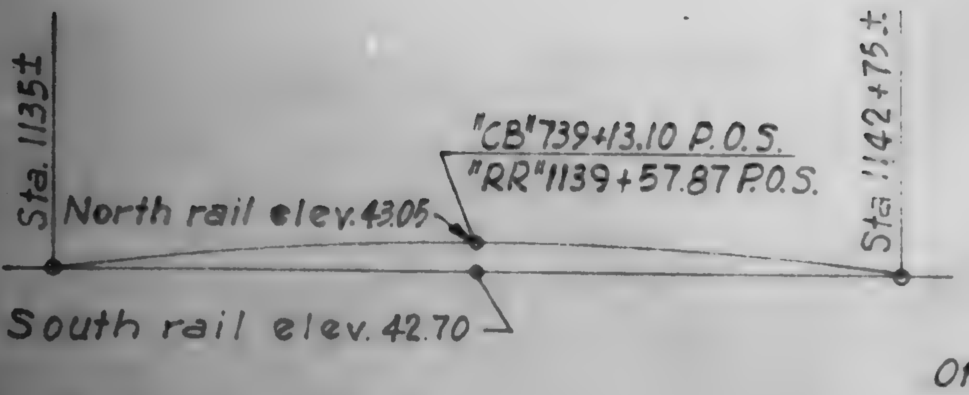
Elevations on structure are finished grade at gutter


"RP"1136+76.09
Sta. 746+25 P.I.
Elev. 70.99
Sta 747+65 P.I.
Elev. 70.99
0.00 %
2
100' V.C.
30' V.C
+5.694%
-7.0%
400' V.C.
360' V.C.
-0.1457 %
+0.0857 %
Sta. 741+50 P.I.
Elev. 43.94
Sta 751+50.60 P.I.
Elev. 44.00

"CS" GRADE LINE

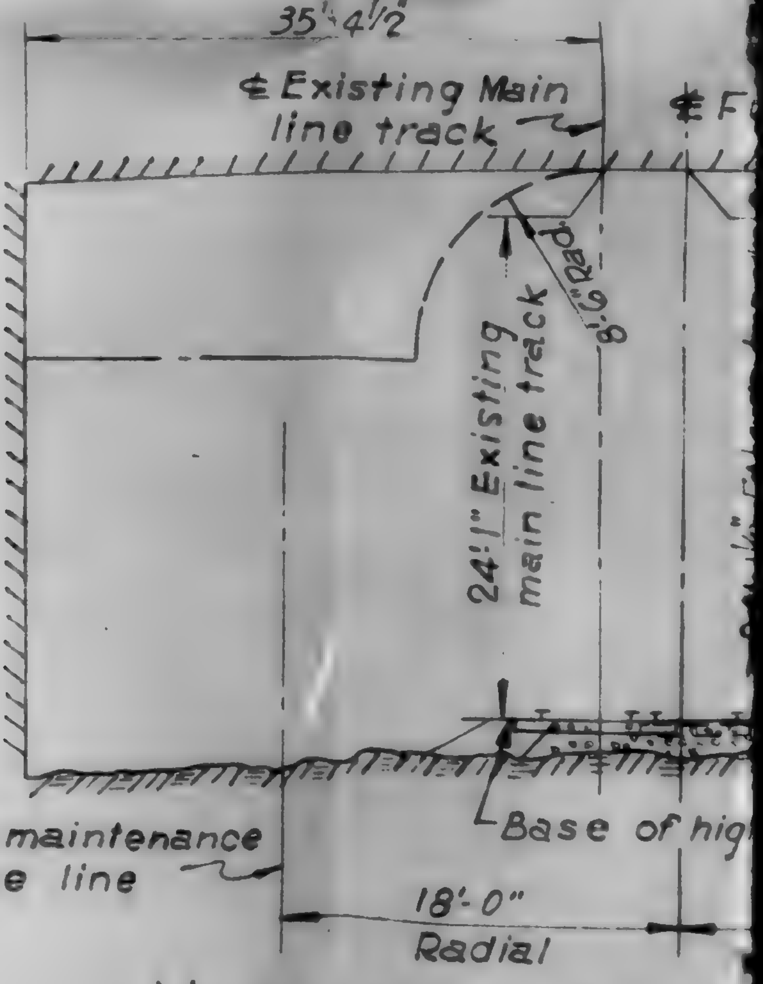
Elevations are finish grade on ℄


70
60
50
40
30
El. 35.5
Abutment-1
Bent-7
Bent-8


Sta. 1135±
Sta. 1142+75±
"CB" 739+13.10 P.O.S.
"RR" 1139+57.87 P.O.S.
North rail elev. 43.05
South rail elev. 42.70

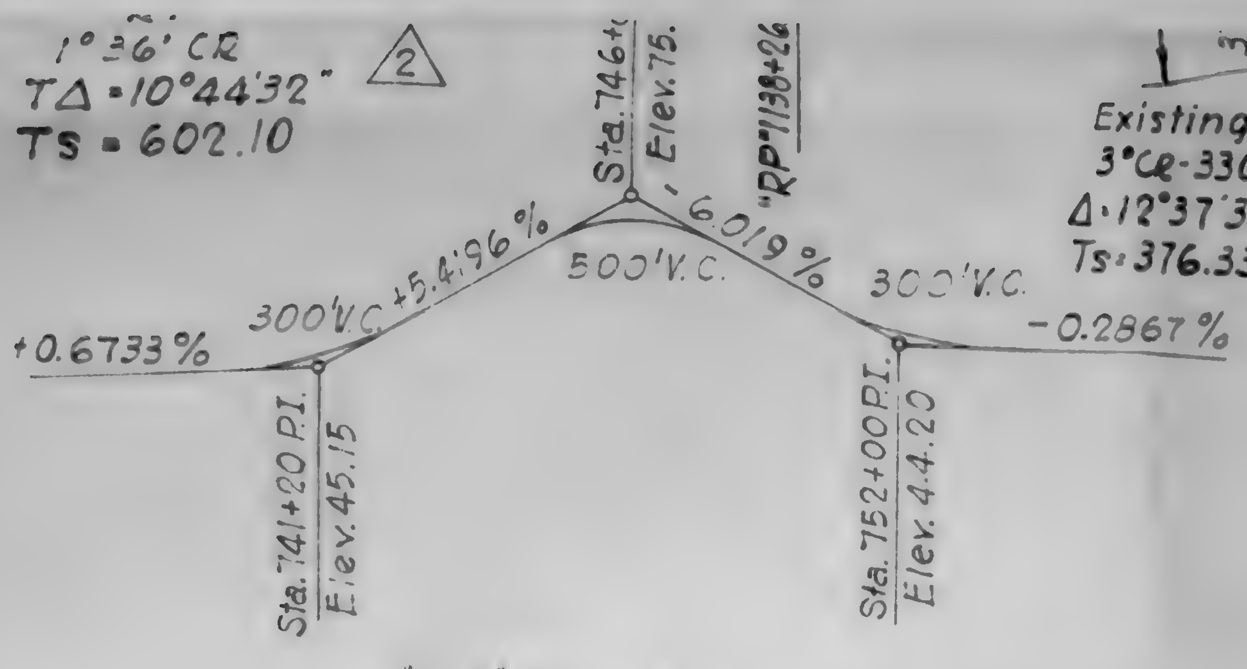
RAILROAD PROFILE
TOP OF RAILS

not to scale

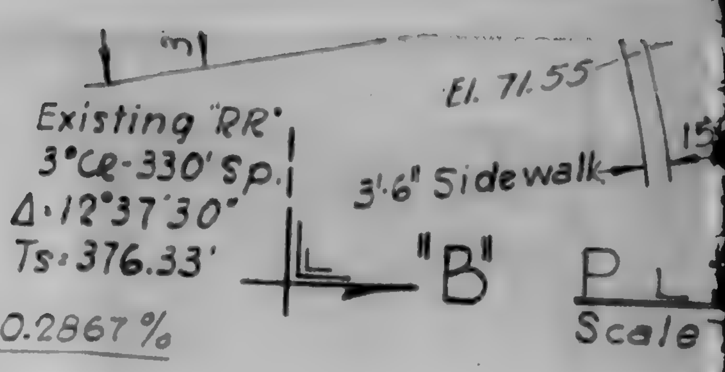

35'-4½"
℄ Existing Main line track
℄ F
8'-6" Rad.
24'-1" Existing main line track
Off track maintenance clearance line
Base of hig
18'-0"
Radial

MINIMUM RAIL
AT ST

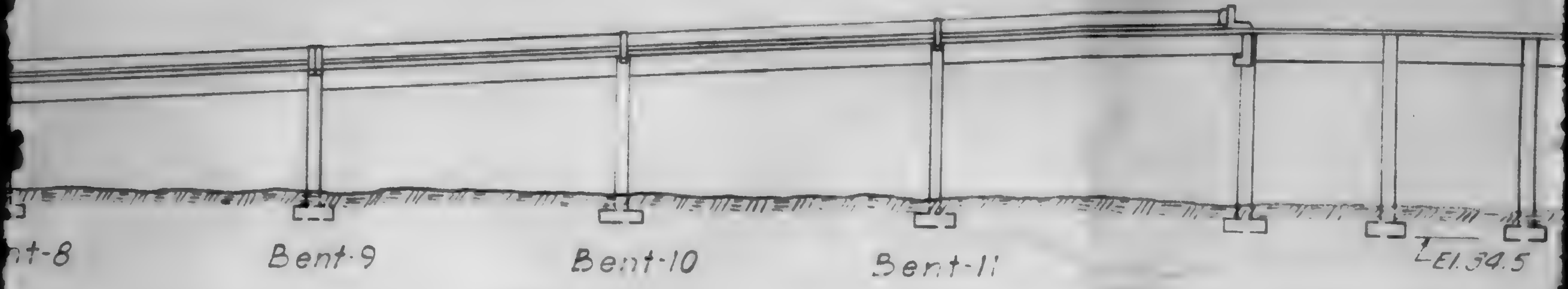
not


1°36' CR
TΔ = 10°44'32"
Ts = 602.10
2
Sta. 746+
Elev. 75.
"RP" 1138+26
+0.6733 %
300' V.C.
+5.4196 %
500' V.C.
6.019 %
300' V.C.
-0.2867 %
Sta. 741+20 P.I.
Elev. 45.15
Sta. 752+00 P.I.
Elev. 44.20
E7 %

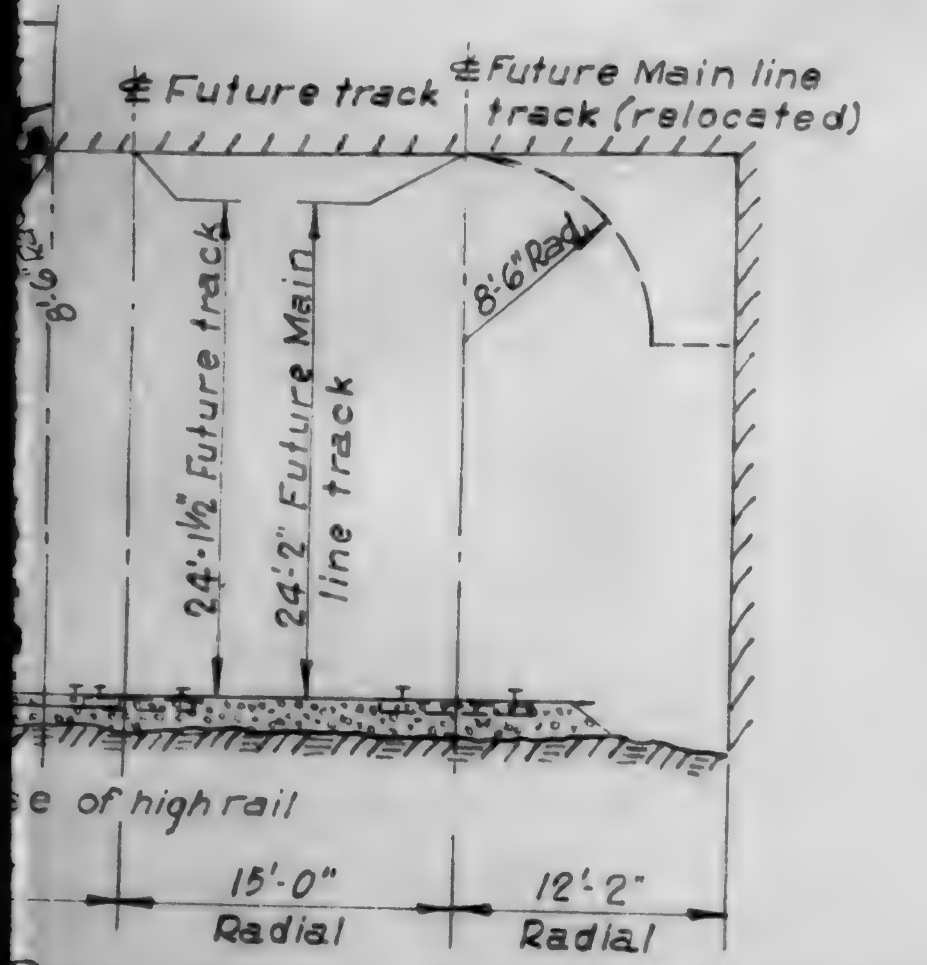
"CA" GRADE LINE
Elevations are finish grade on ℄


3
El. 71.55
15
Existing "RR"
3° CL - 330' Sp.
Δ = 12°37'30"
Ts = 376.33'
3'-6" Sidewalk
"B"

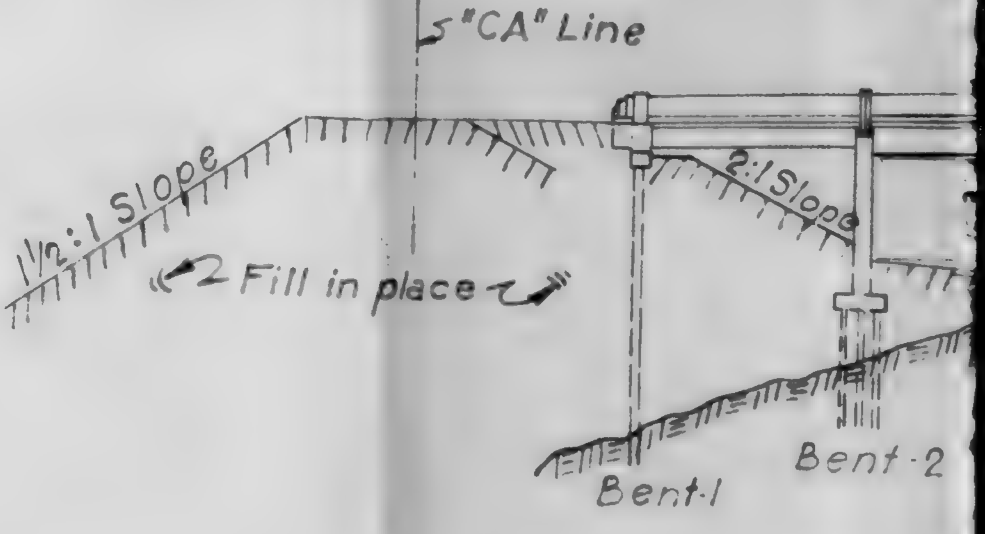
PL
Scale


nt-8
Bent-9
Bent-10
Bent-11
El. 34.5

ELEVATI
Scale 1" = 3


℄ Future track
℄ Future Main line track (relocated)
8'-6" Rad.
8'-6" Rad.
24'-1½" Future track
24'-2" Future Main line track
e of high rail
15'-0" Radial
12'-2" Radial

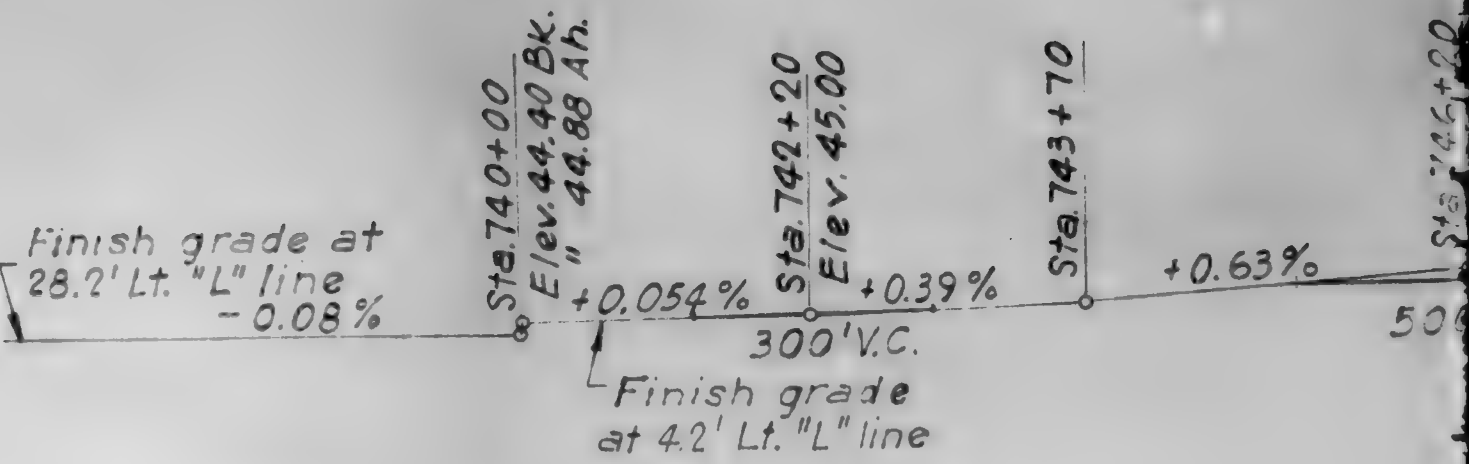
RAILROAD CLEARANCES
T STRUCTURE
not to scale

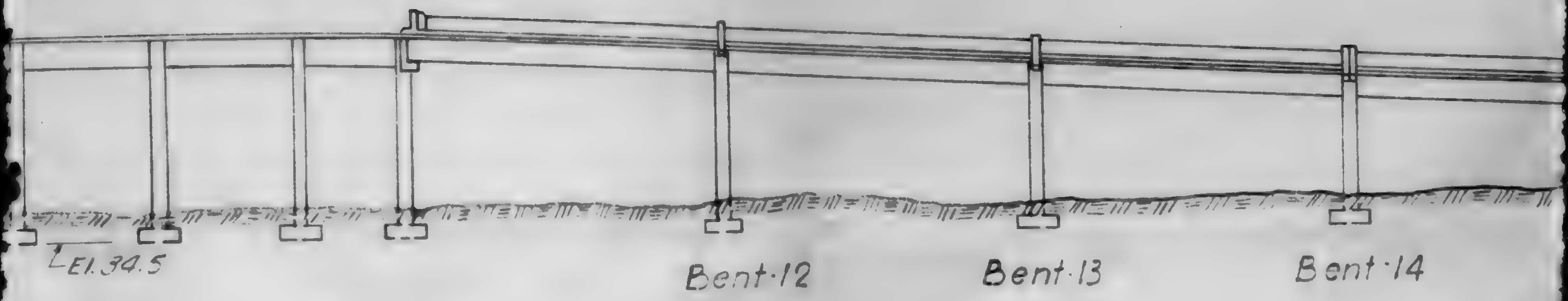

"CA" Line
1½:1 Slope
2:1 Slope
Fill in place
Bent-1
Bent-2

Re
A
11

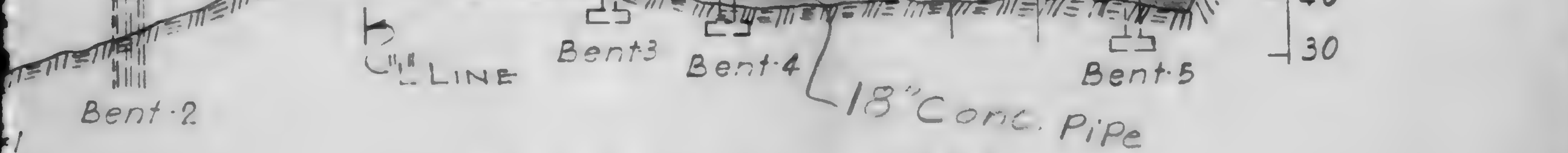
55
walk
15'-0"
15'-0"
1'-6" Curb
S=4-½
Chd=35'0"

PLAN
Scale 1"=30'


Sta. 740+00
Elev. 44.40 Bk.
" 44.88 Ah.
Sta. 742+20
Elev. 45.00
Sta. 743+70
Sta. 746+20
Finish grade at
28.2' Lt. "L" line
-0.08%
+0.054%
+0.39%
+0.63%
300' V.C.
50
Finish grade
at 4.2' Lt. "L" line

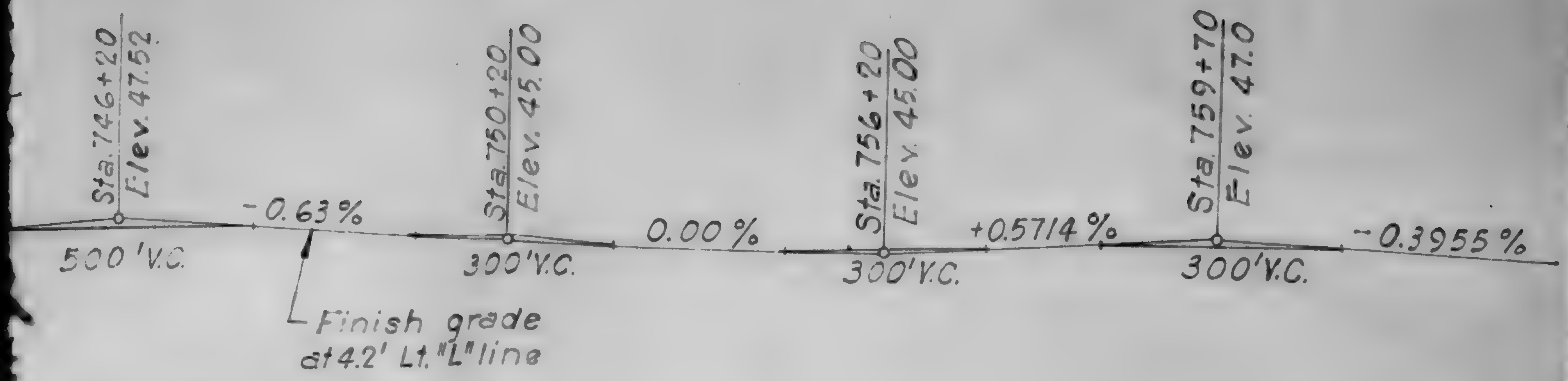

El. 34.5
Bent-12
Bent-13
Bent-14

VATION "AA"
Scale 1"=30'

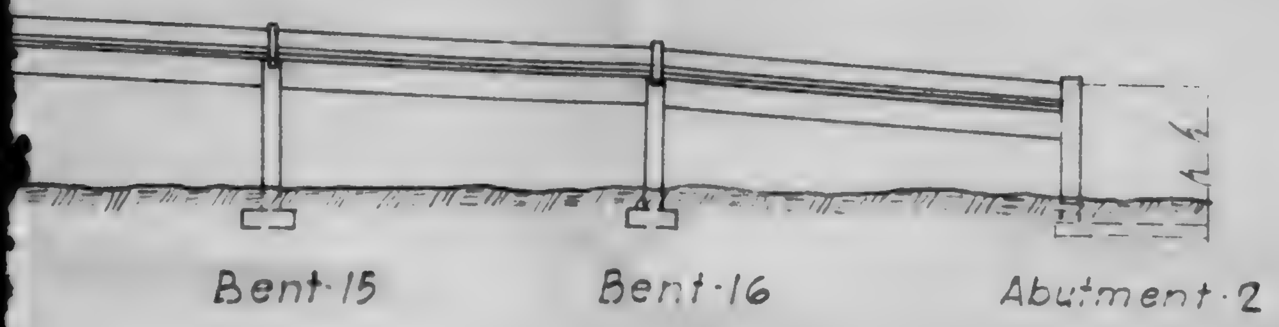

45.70'
"CS" Line (Ramp)
2:1 Slope
15.3' Min. Clr.
1½:1
1½:1 Cut
60
50
40
30
Bent-6
"L" LINE
Bent-2
Bent 3
Bent-4
Bent-5
18" Conc. Pipe

ELEVATION "BB"
Scale: 1"=30'

Rev. Nº 2	Date - 8-31-59	J.H.	Rev. Nº 1	Date 4-2-59
Added "RP" Curve data, Changed vertical curve & slope @ "CS" line diagram. Changed Elev.s on ramp to Bonneville			Redrawn	


Sta. 746+20
Elev. 47.52
500' V.C.
-0.63%
Sta. 750+20
Elev. 45.00
300' V.C.
0.00%
Sta. 756+20
Elev. 45.00
300' V.C.
+0.5714%
Sta. 759+70
Elev. 47.0
300' V.C.
-0.3955%
Finish grade
at 4.2' Lt. "L" line

"L" GRADE LINE


Bent·15
Bent·16
Abutment·2

APPROVED:

Ivan D. Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

59

DESIGNED J.A.
DRAWN J.H.

CHECKED
CALC. BOOK 469

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

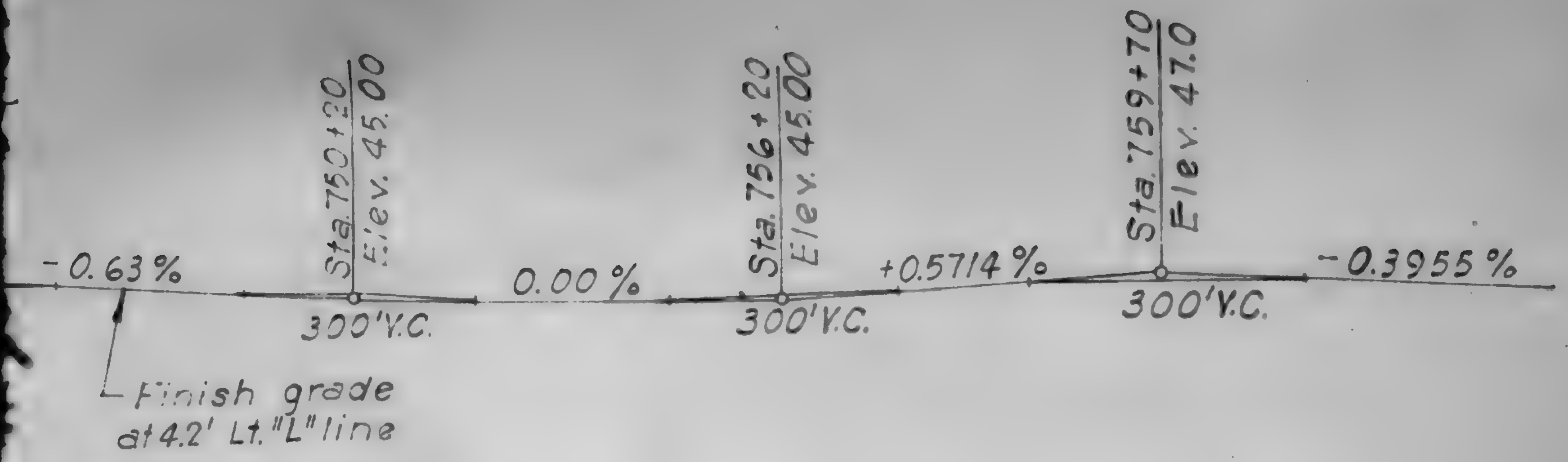
COLUMBIA RIVER HIGHWAY UNDERCROSSING
OF CORBETT INTERCHANGE
SUNDIAL ROOSTER ROCK SECTION
COLUMBIA RIVER HIGHWAY—MULTNOMAH COUNT

PLAN AND ELEVATION

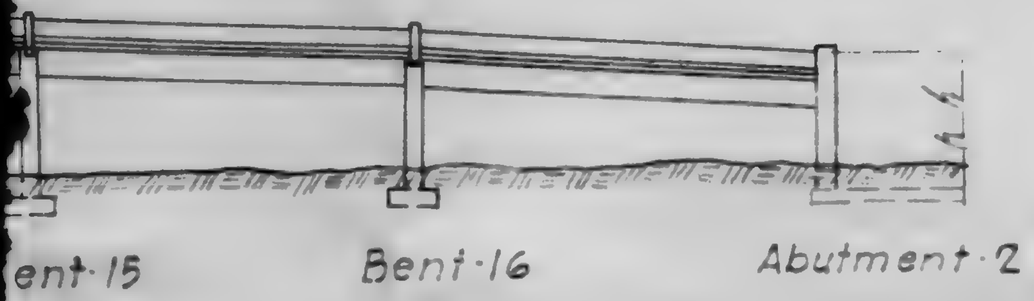
DATE
BRIDGE NO. 8470
ACCOMPANIED BY DWGS.

SHEET 1 OF

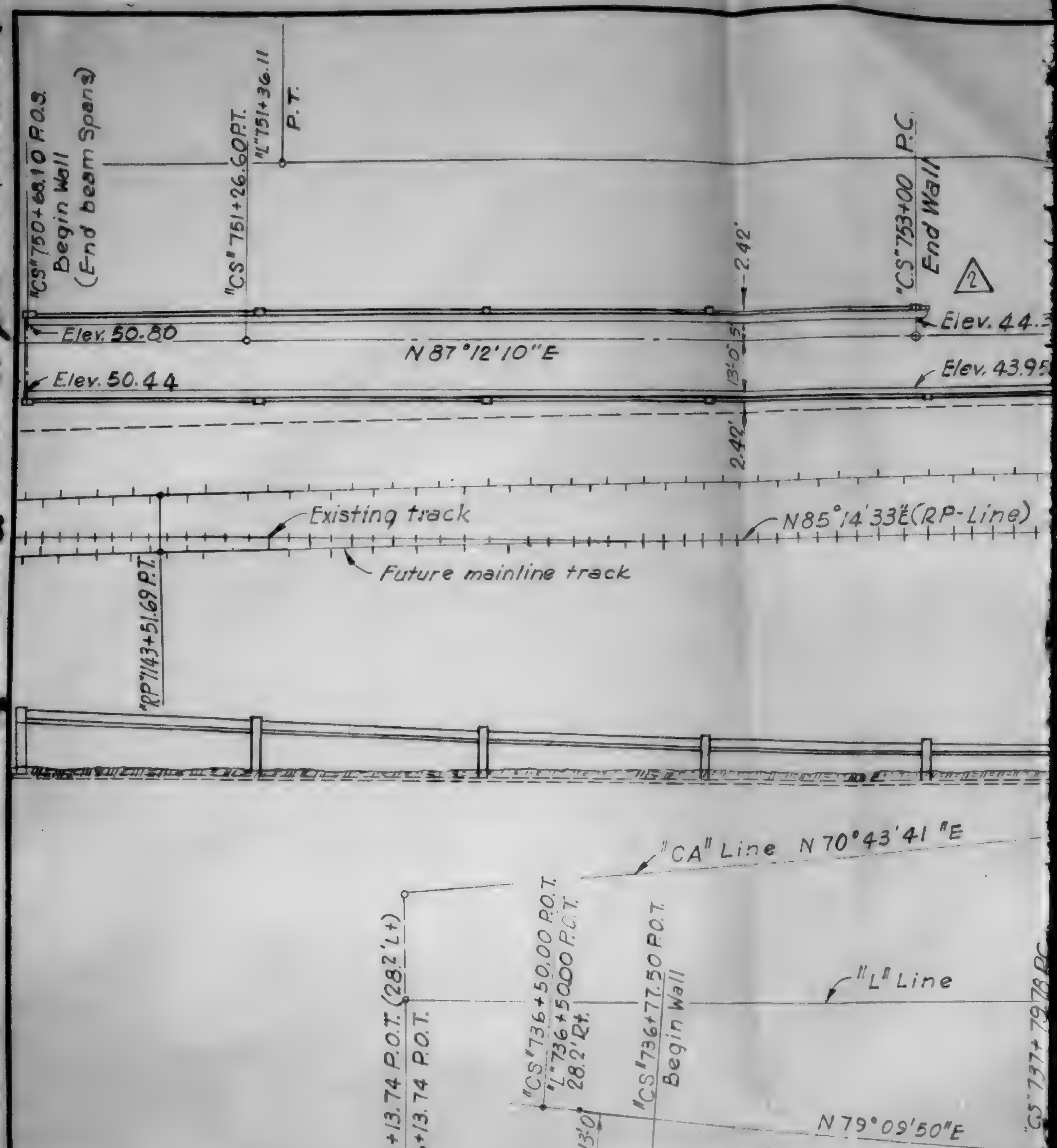
DRAWING NO. 14989

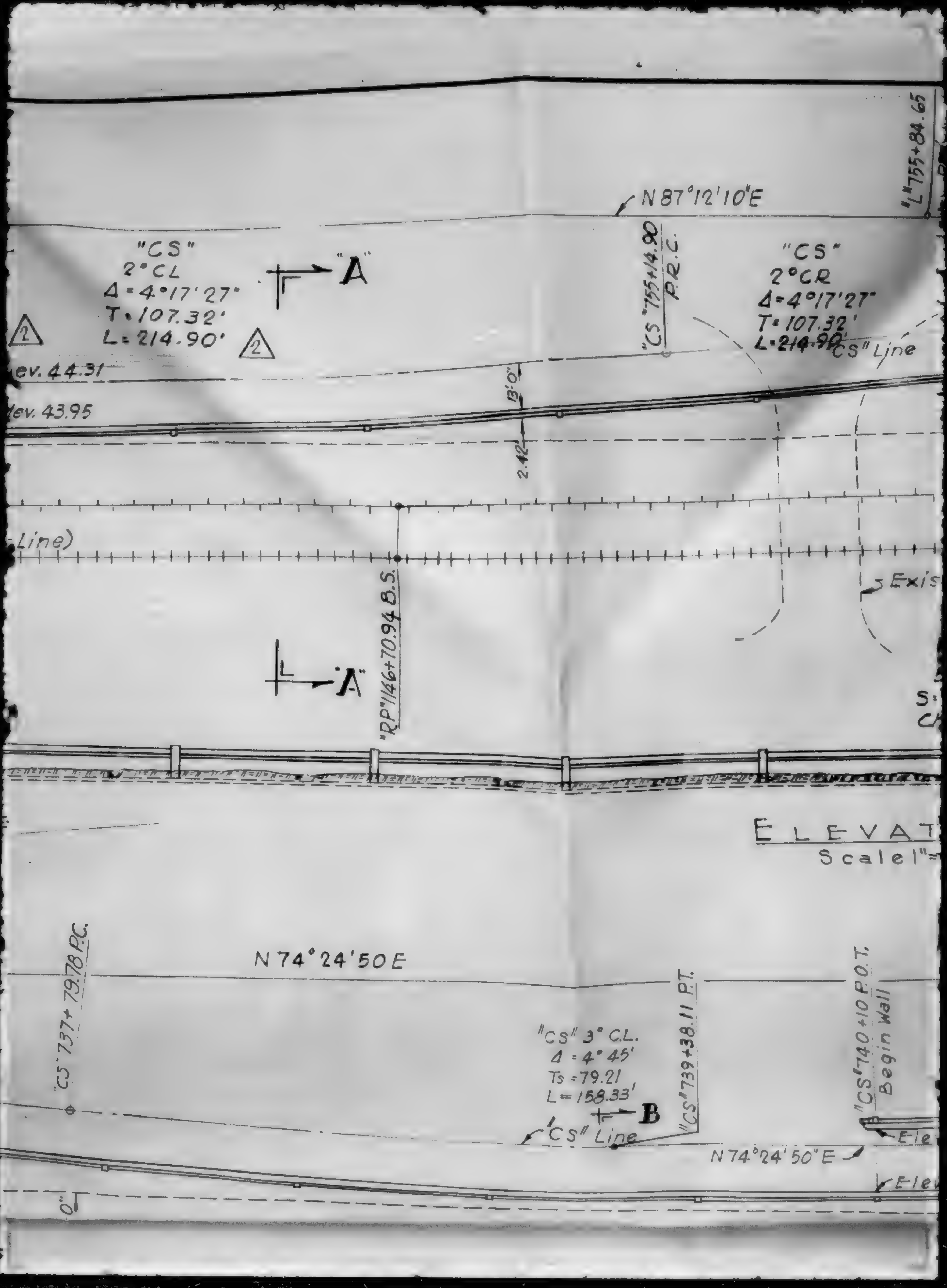

-0.63%
Sta. 750+20
Elev. 45.00
300' V.C.
0.00%
Sta. 756+20
Elev. 45.00
300' V.C.
+0.5714%
Sta. 759+70
Elev. 47.0
300' V.C.
-0.3955%
Finish grade
at 4.2' Lt. "L" line

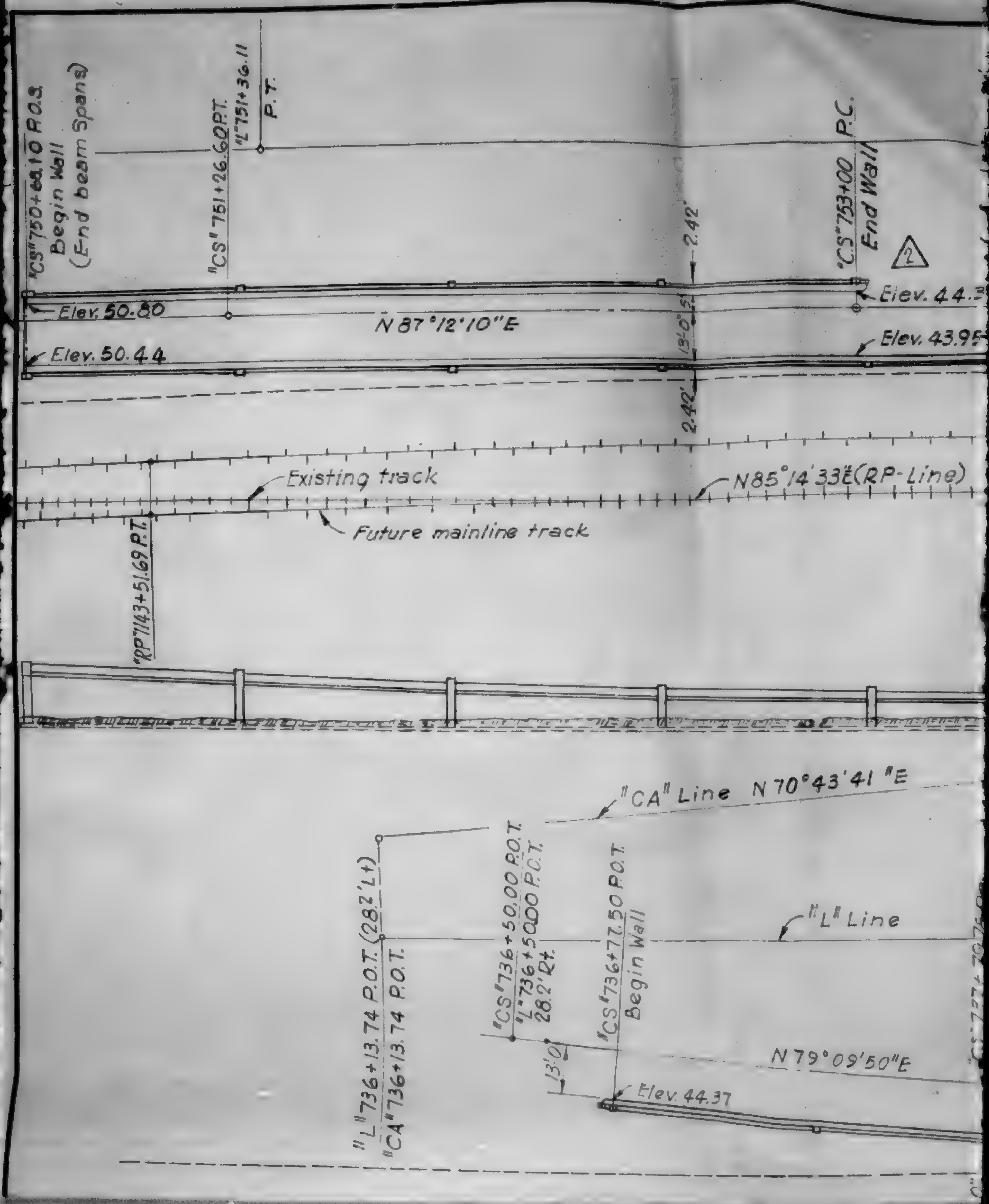
RADE LINE

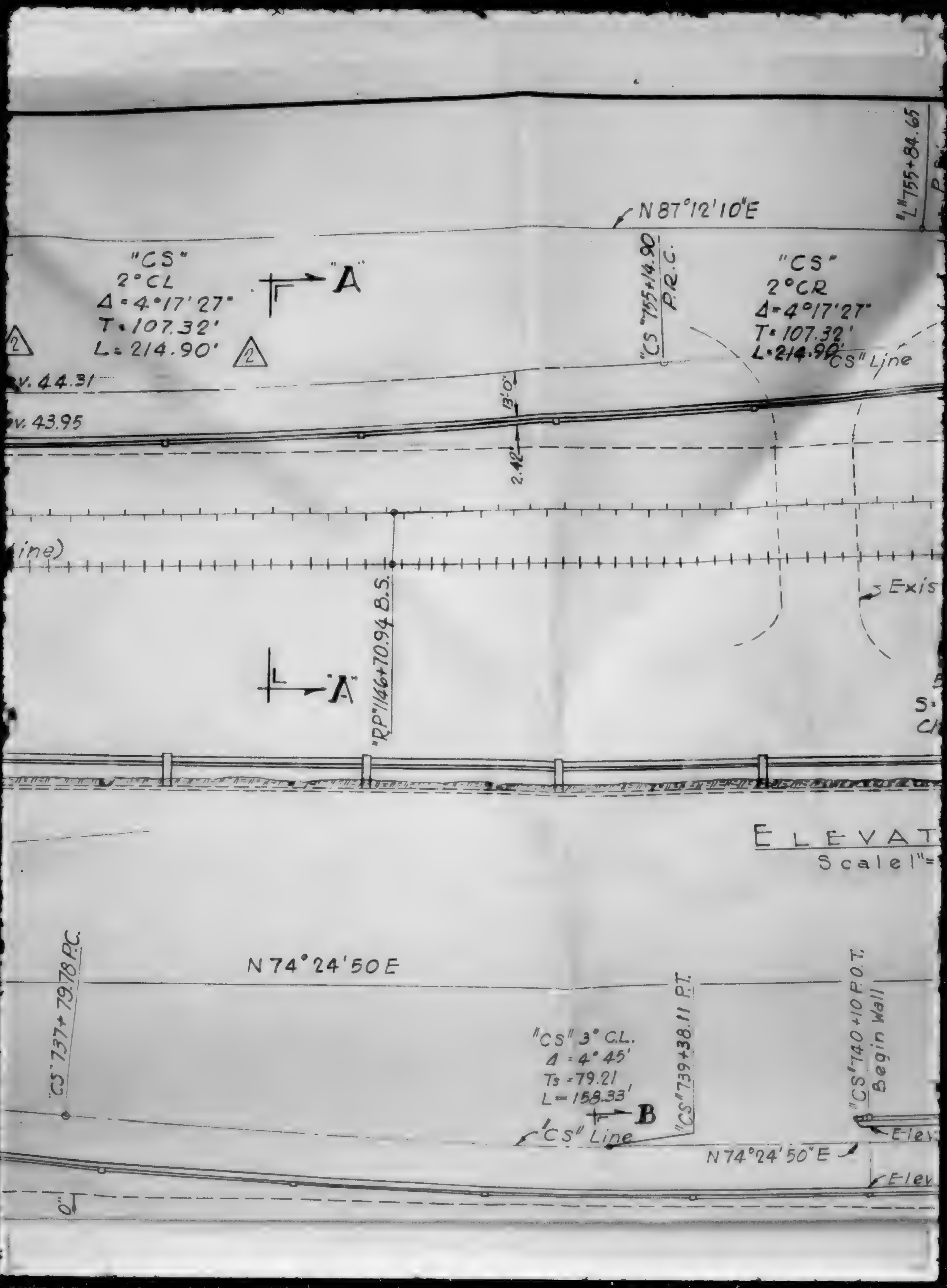

ent·15
Bent·16
Abutment·2

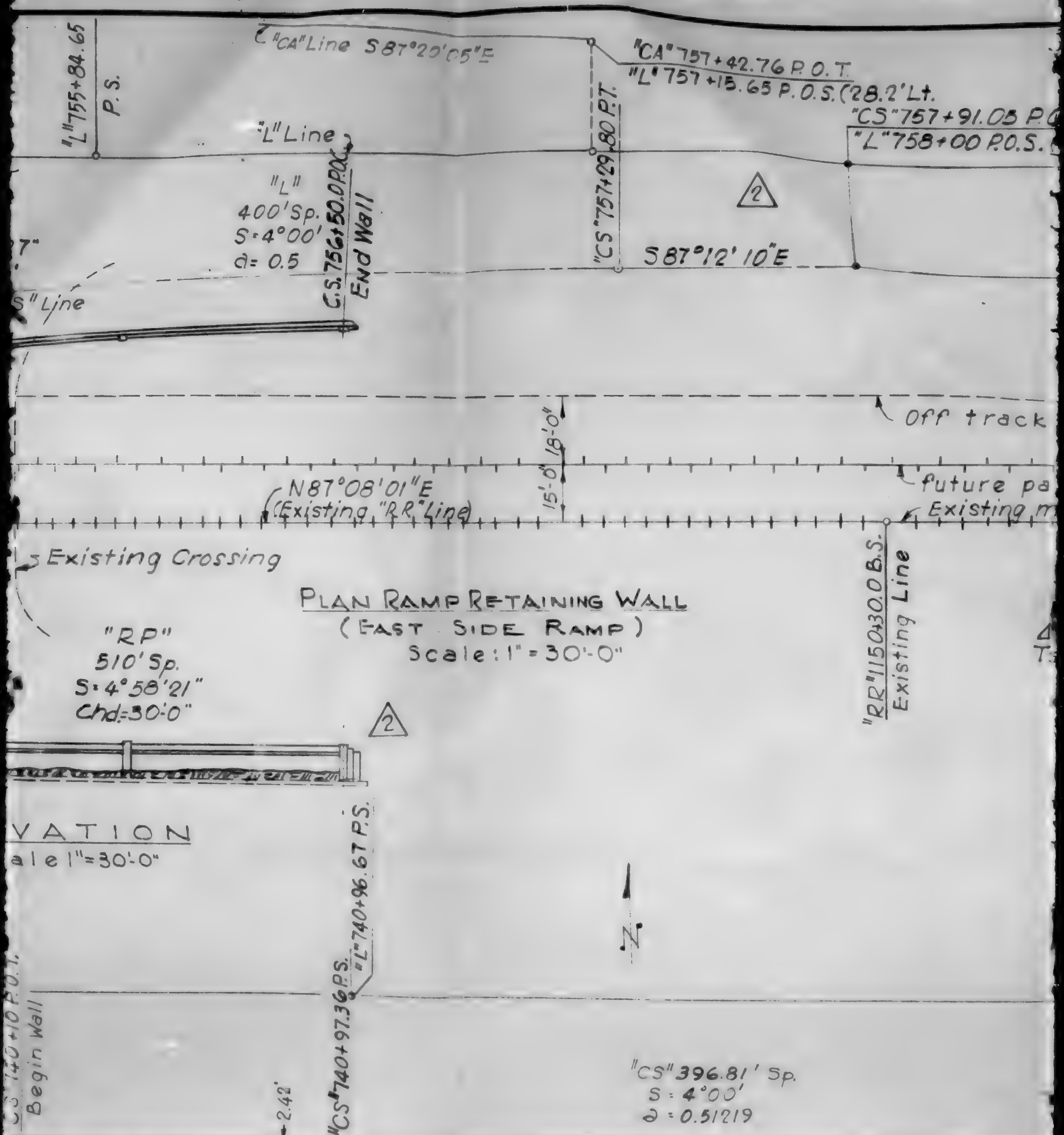
PROVED: an D. Merchant RIDGE ENGINEER SS'T. STATE HIGHWAY ENGINEER TATE HIGHWAY ENGINEER	**OREGON STATE HIGHWAY DEPARTMENT** **BRIDGE DIVISION** COLUMBIA RIVER HIGHWAY UNDERCROSSING OF CORBETT INTERCHANGE SUNDIAL ROOSTER ROCK SECTION COLUMBIA RIVER HIGHWAY—MULTNOMAH COUNTY PLAN AND ELEVATION
ESIGNED J.A. CHECKED RAWN J.H. CALC. BOOK 469	DATE BRIDGE NO. 8470 SHEET 1 OF ACCOMPANIED BY DWGS. DRAWING NO. 14989


"CS"750+68.10 P.O.S.
Begin Wall
(End beam Spans)
"CS"751+26.60P.T.
"L"751+36.11
P.T.
"CS"753+00 P.C.
End Wall
2
2.42'
Elev. 50.80
N 87°12'10"E
13'0"
5'
Elev. 44.3
Elev. 50.44
Elev. 43.95
2.42'
Existing track
N85°14'33"E(RP-Line)
Future mainline track
"RP"1143+51.69 P.T.
"CA" Line N 70°43'41"E
"L"736+13.74 P.O.T. (28.2' Lt)
"CA"736+13.74 P.O.T.
"CS"736+50.00 P.O.T.
"L"736+50.00 P.C.T.
28.2' Rt.
"CS"736+77.50 P.O.T.
Begin Wall
"L" Line
N 79°09'50"E
13'0"
Elev. 44.37
"CS"737+ 79.78 P.C
0"


N 87°12'10"E
"L" 755+84.65
"CS"
2°CL
Δ=4°17'27"
T=107.32'
L=214.90'
"A"
2
2
"CS" 755+14.90 P.R.C.
"CS"
2°CR
Δ=4°17'27"
T=107.32'
L=214.90'
"CS" Line
ev. 44.31
lev. 43.95
13'0"
2.42'
Line)
"RP" 1146+70.94 B.S.
Exis
"A"
S:
Ch
ELEVAT
Scale 1"=
"CS" 737+79.78 P.C.
N 74°24'50 E
"CS" 3° C.L.
Δ=4°45'
Ts=79.21
L=158.33'
"CS" 739+38.11 P.T.
"CS" 740+10 P.O.T.
Begin Wall
B
"CS" Line
N 74°24'50"E
Ele
Elev
0"

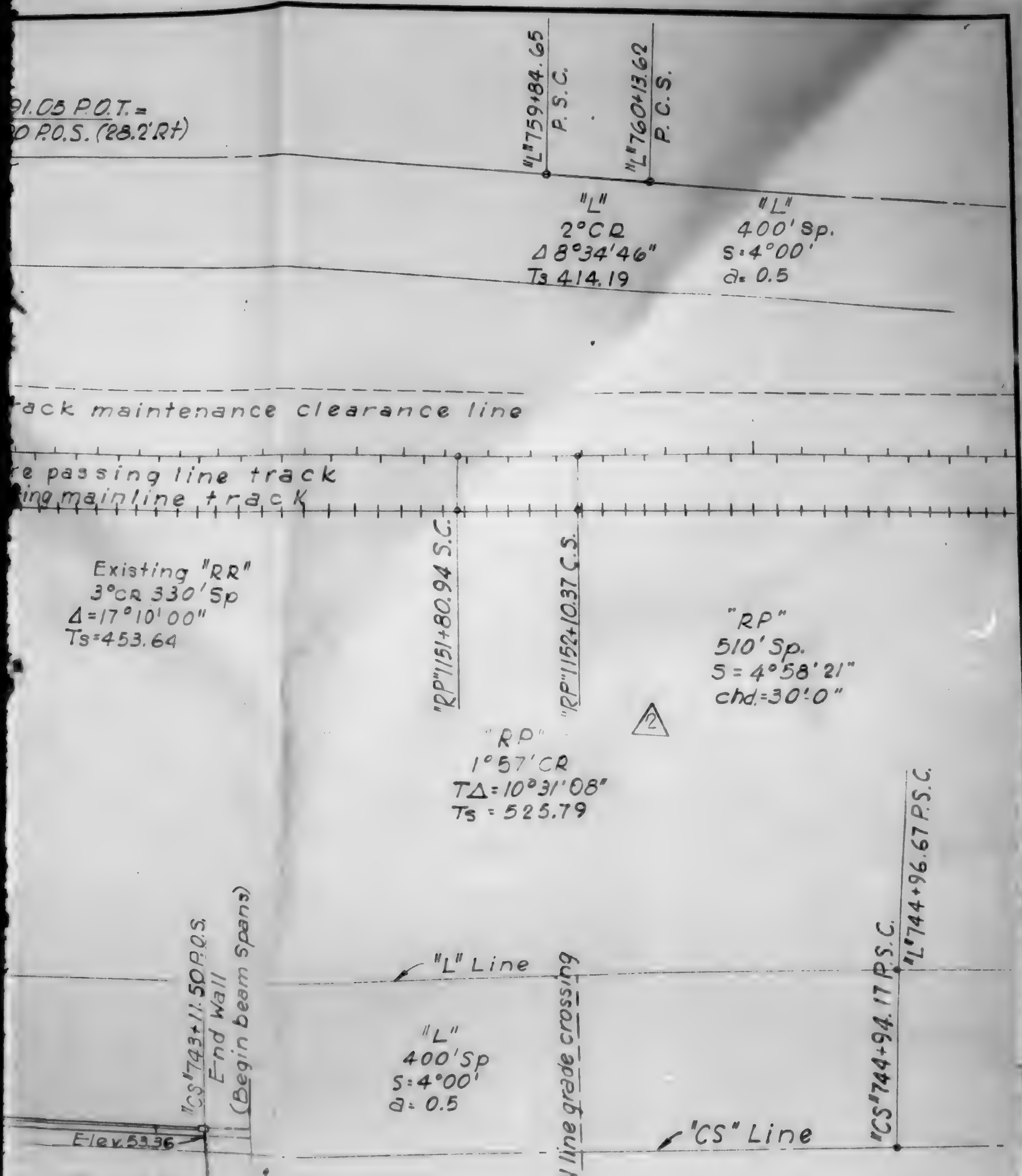

"CS"750+68.10 P.O.S.
Begin Wall
(End beam Spans)
"CS" 751+26.60P.T.
"L"751+36.11
P.T.
2.42'
"CS"753+00 P.C.
End Wall
2
Elev. 50.80
N 87°12'10"E
Elev. 44.3
Elev. 50.44
13'-0"
Elev. 43.95
2.42'
Existing track
N85°14'33"E (RP-Line)
Future mainline track
"RP"1143+51.69 P.T.
"CA" Line N 70°43'41"E
"L"736+13.74 P.O.T. (28.2' Lt)
"CA"736+13.74 P.O.T.
"CS"736+50.00 P.O.T.
"L"736+50.00 P.O.T.
28.2' Rt.
"CS"736+77.50 P.O.T.
Begin Wall
"L" Line
13'-0"
N 79°09'50"E
Elev. 44.37


"L" 755+84.65
N 87°12'10"E
"CS"
2°CL
Δ=4°17'27"
T=107.32'
L=214.90'
2
2
A
"CS" 755+14.90 P.R.C.
"CS"
2°CR
Δ=4°17'27"
T=107.32'
L=214.90'
"CS" Line
v. 44.31
v. 43.95
13'0"
2.42'
ine)
Exis
"RP" 146+70.94 B.S.
A
S
Ch
ELEVAT
Scale 1"=
"CS" 737+79.78 P.C.
N 74°24'50 E
"CS" 739+38.11 P.T.
"CS" 3° C.L.
Δ=4°45'
Ts=79.21
L=158.33'
B
"CS" Line
"CS" 740+10 P.O.T. Begin Wall
Elev
N 74°24'50"E
Elev
0"

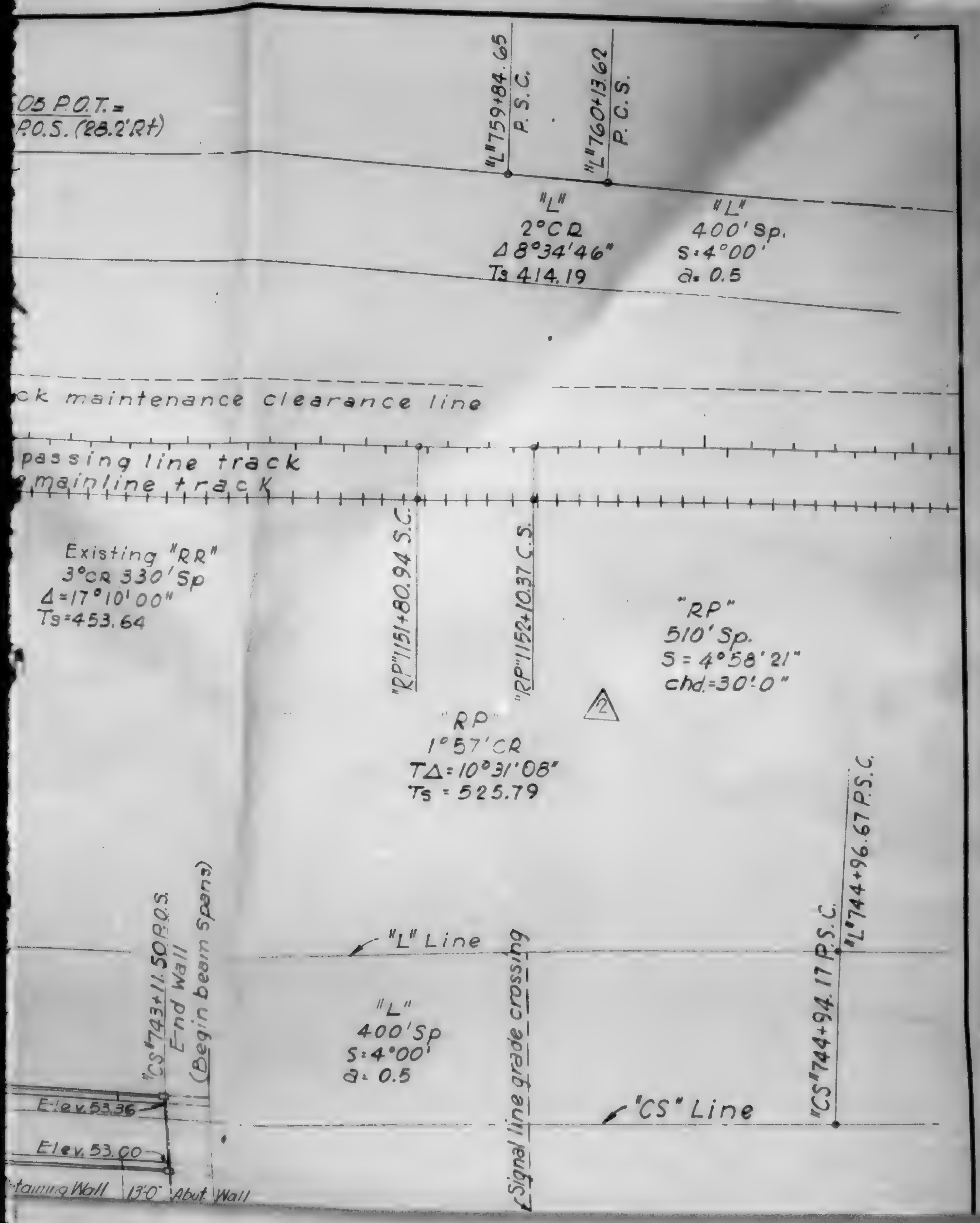


PLAN RAMP RETAINING WALL
(EAST SIDE RAMP)
Scale: 1" = 30'-0"

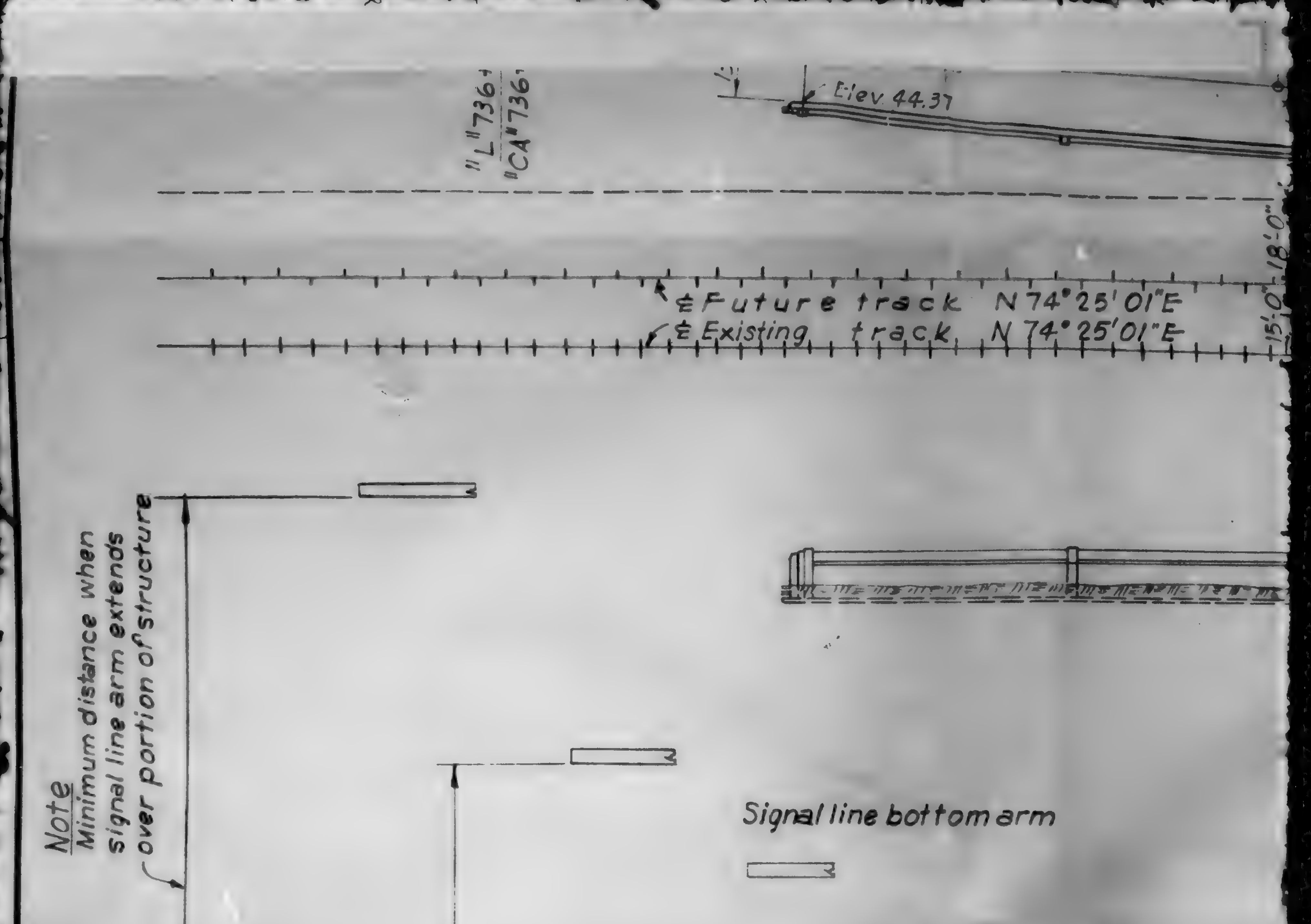
"CA" Line S87°20'05"E
"L"755+84.65 P.S.
"CA" 757+42.76 P.O.T.
"L" 757+15.65 P.O.S. (28.2' Lt.
"CS" 757+91.05 P.
"L" 758+00 P.O.S.
"L" Line
"CS" 757+29.80 P.T.
"L"
400' Sp.
S=4°00'
∂= 0.5
C.S. 756+50.0 P.O.C. End Wall
2
S87°12'10"E
S" Line
Off track
18'-0"
15'-0"
N87°08'01"E
(Existing "RR" Line)
future pa
Existing m
Existing Crossing
"RR" 1150+30.0 B.S. Existing Line
"RP"
510' Sp.
S=4°58'21"
Chd=30'-0"
2
VATION
ale 1"=30'-0"
"L" 740+96.67 P.S.
N
"CS" 740+97.36 P.S.
CS 740+10 P.O.T. Begin Wall
"CS" 396.81' Sp.
S=4°00'
∂=0.51219
2.42'
Elev. 44.50
5.0'
13'-0"
Elev. 44.14
E
E
Retain



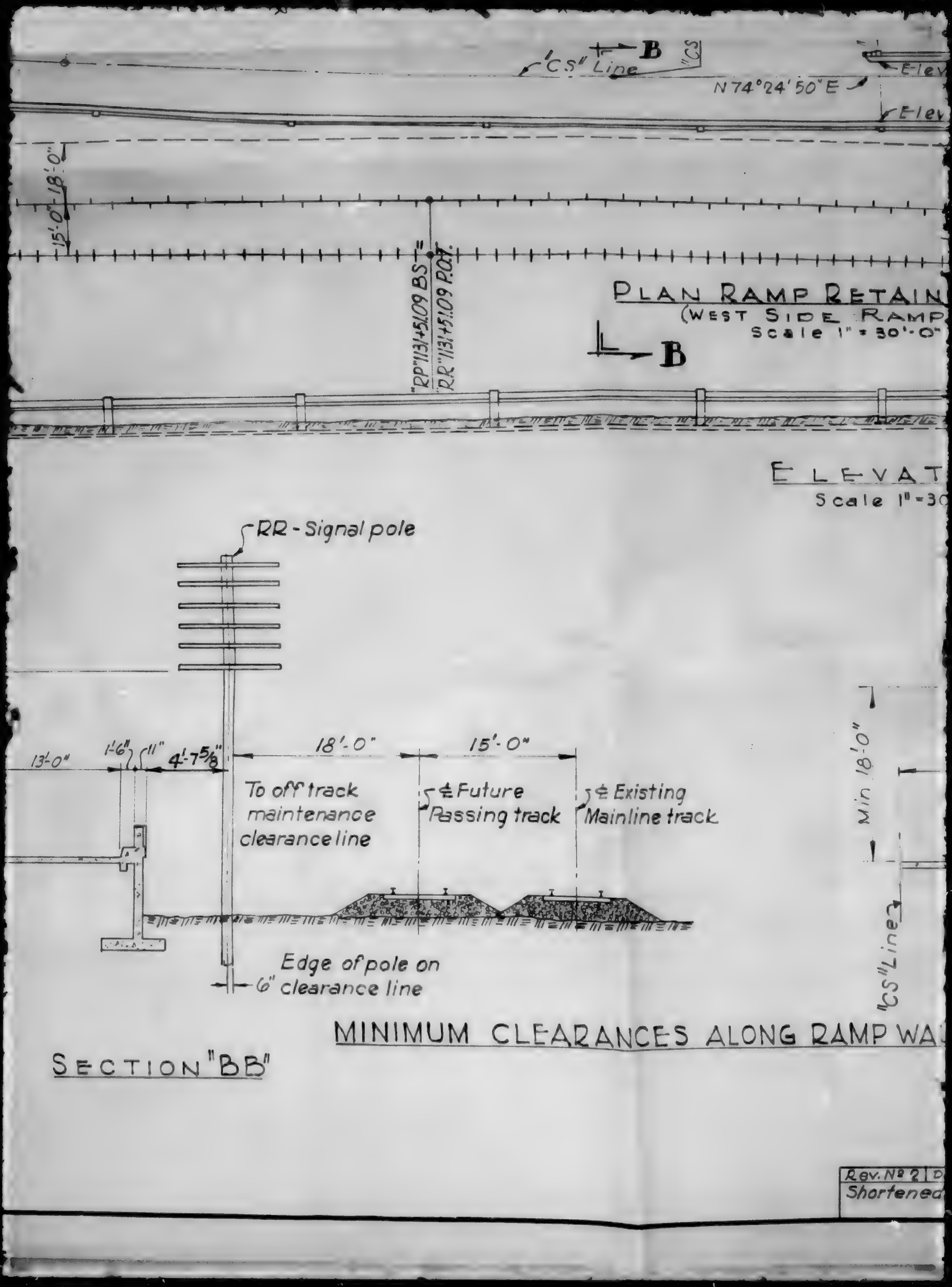
91.05 P.O.T. =
0 P.O.S. (28.2' Rt)
"L" 759+84.65 P.S.C.
"L" 760+13.62 P.C.S.
"L"
2°CR
Δ 8°34'46"
Ts 414.19
"L"
400' Sp.
S=4°00'
a= 0.5
rack maintenance clearance line
re passing line track
ting mainline track
Existing "RR"
3°CR 330' Sp
Δ=17°10'00"
Ts=453.64
"RP" 1151+80.94 S.C.
"RP" 1152+10.37 C.S.
"RP"
510' Sp.
S=4°58'21"
chd.=30'0"
2
"RP"
1°57'CR
TΔ=10°31'08"
Ts = 525.79
"L" 744+96.67 P.S.C.
"CS" 744+94.17 P.S.C.
"CS" 743+11.50 P.O.S.
End Wall
(Begin beam spans)
"L" Line
Signal line grade crossing
"L"
400' Sp
S=4°00'
a= 0.5
"CS" Line
Elev. 53.36
Elev. 53.00
Retaining Wall
13'-0"
Abut. Wall

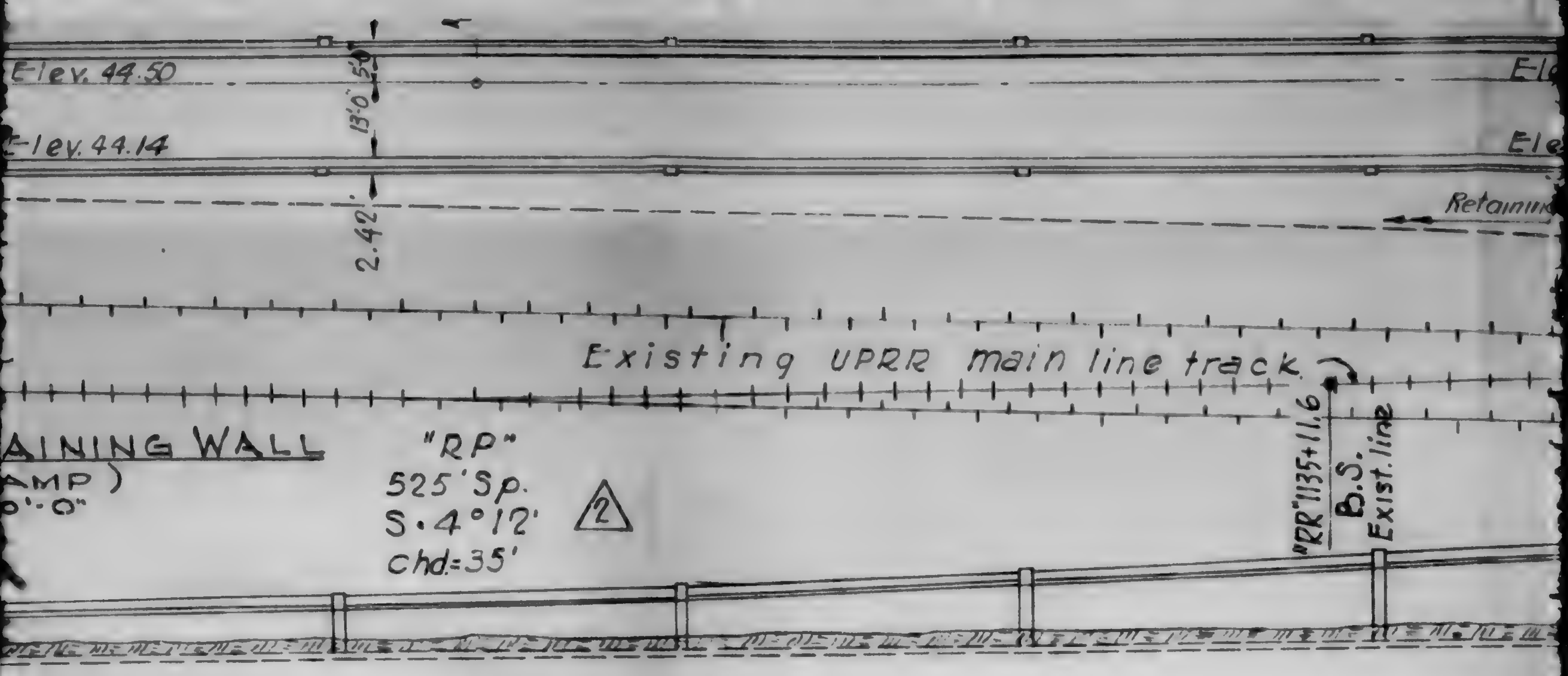


05 P.O.T. =
P.O.S. (28.2'Rt)
"L"759+84.65 P.S.C.
"L"760+13.62 P.C.S.
"L" 2°CR Δ8°34'46" Ts 414.19
"L" 400' Sp. S=4°00' a= 0.5
ck maintenance clearance line
passing line track
mainline track
Existing "RR" 3°CR 330'Sp Δ=17°10'00" Ts=453.64
"RP"151+80.94 S.C.
"RP"152+10.37 C.S.
"RP" 510' Sp. S = 4°58'21" chd.=30'0"
2
"RP" 1°57'CR TΔ=10°31'08" Ts = 525.79
"CS"743+11.50 P.O.S. E-nd Wall (Begin beam Spans)
"L" Line
Signal line grade crossing
"CS"744+94.17 P.S.C.
"L"744+96.67 P.S.C.
"L" 400'Sp S=4°00' a= 0.5
"CS" Line
Elev. 53.36
Elev. 53.00
etaining Wall
13'0"
Abut. Wall


"L"736+
"CA"736+
Elev. 44.37
℄ Future track N74°25'01"E
℄ Existing track N74°25'01"E
15'-0"
18'-0"
Note
Minimum distance when signal line arm extends over portion of structure
18'-0"
r=8'-0
Signal line bottom arm
Min. 18'-0"
13'-0"
r=8'-0"
4'-0"
8'-0"
Minimum Conditions
"CS" Line
S

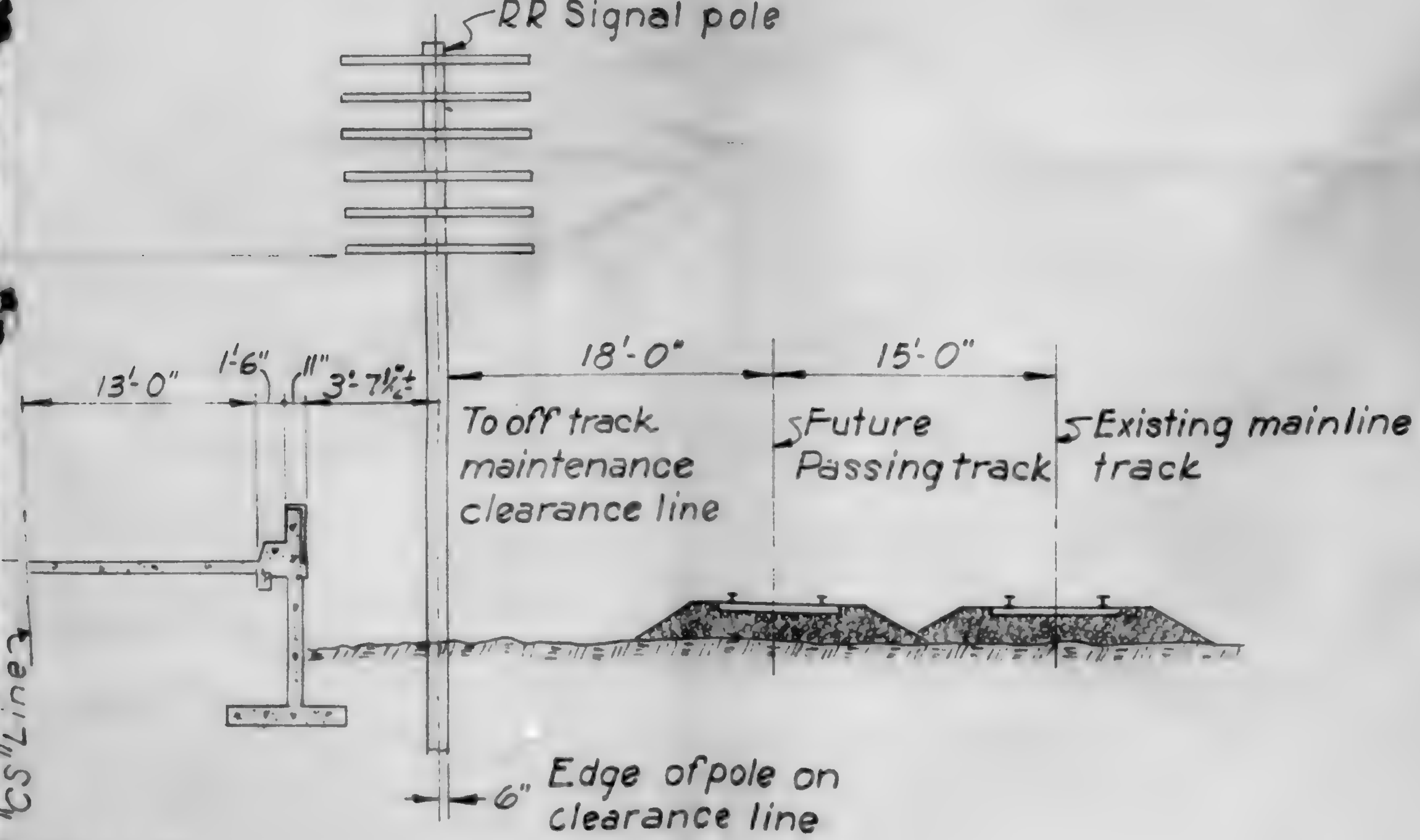
SECTION FOR SIGNAL LINE PLACEMENT


"CS" Line
B
"CS
N74°24'50"E
Elev
Elev
18'-0"
15'-0"
"RP"1131+51.09 BS"
"RR"1131+51.09 P.O.T.
PLAN RAMP RETAIN
(WEST SIDE RAMP
Scale 1" = 30'-0"
B
ELEVAT
Scale 1"=30
RR-Signal pole
13'-0"
1'-6"
11"
4'-7 5/8"
18'-0"
15'-0"
To off track maintenance clearance line
℄ Future Passing track
℄ Existing Mainline track
Min 18'-0"
"CS" Line
Edge of pole on 6" clearance line
MINIMUM CLEARANCES ALONG RAMP WA
SECTION "BB"
Rev. No 2
Shortened


Elev. 44.50
13'-0.50
Elev. 44.14
2.42'
Ele
Ele
Retainin
Existing UPRR main line track.
"RP"
525'Sp.
S•4°12'
chd=35'
2
"RR"1135+11.6
B.S.
Exist. line

AINING WALL
AMP)
'-0"

ATION
1" = 30'-0"


RR Signal pole
13'-0"
1'-6"
11"
3'-7½"±
18'-0"
15'-0"
To off track maintenance clearance line
Future Passing track
Existing mainline track
"CS" Line
6"
Edge of pole on clearance line

P WALLS

SECTION "AA"

v. Nº 2 | Date: 8-31-59

ortened ramp walls, added "cs" Line data, added "RP" data

Rev. Nº 1 | Date 4-6-59

Redrawn

APPR

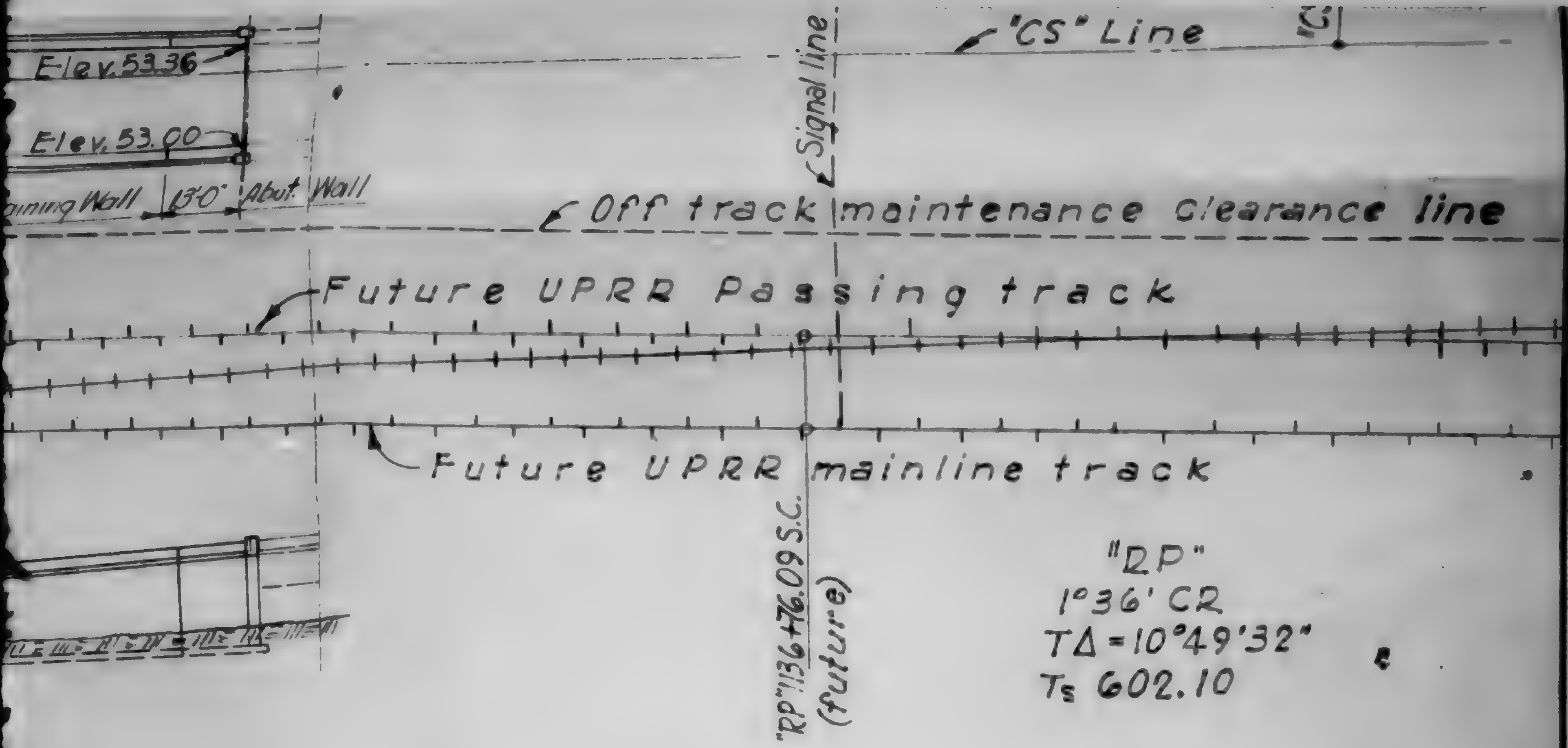
BRIDG

ASS'T

STATE

DESIG

DRAW


Elev. 53.36
Elev. 53.00
aining Wall
13'-0"
Abut. Wall
Signal line
"CS" Line
Off track maintenance clearance line
Future UPRR Passing track
Future UPRR mainline track
"RP" 136+76.09 S.C.
(future)
"RP"
1°36' CR
TΔ=10°49'32"
Ts 602.10

APPROVED:

Ivan D Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED J. A. CHECKED
DRAWN J. H. CALC. BOOK 469

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

COLUMBIA RIVER HIGHWAY UNDERCROSSING
OF CORBETT INTERCHANGE
SUNDIAL ROOSTER ROCK SECTION
COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY

PLAN & ELEVATION

DATE 4-6-59 BRIDGE NO. 8470 SHEET 2 OF
ACCOMPANIED BY DWGS.
DRAWING NO. 14990

RECEIVED
1960
FOR FILING
I-80N-2(14)20
5621

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 11, 1959

SUBJECT: Pux 331 - Corbett Station O-Xing
OWRR & N Co. - Multnomah County
Columbia River Highway

To:

Mr. Ivan D. Merchant
Bridge Engineer
OFFICE

Hearing on the Corbett Station Overcrossing project will be held in the Hearing Room, Public Service Building, Salem, at 1:30 P. M. on Tuesday, October 27, 1959.

J. W. DeSOUZA
Assistant Counsel

JWD/ks

cc: G. S. Paxson
Tom Edwards
A. G. Skelton

RECEIVED
[illegible] 1959
FOR FILING
I 80N-2(14)20

56-21

9-10-59

Mr. Paxson:

Mr. Jaqua of the PUC office called and left the following message: "Corbett Overcrossing case has been set for hearing on October 27 in the Public Service Building here in Salem."

m.e.

NOTED
G. S. PA

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

I-80N-2(14)20

5621

July 31, 1959

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 331 - Corbett Station O-King
OWRR & N Company - Multnomah Co.
Columbia River Highway

Dear Sir:

Mr. Robert B. Batchelder, attorney for Union Pacific Railroad Company, has discussed with me over the telephone the matter of an extension of time in which to file an answer in the above entitled matter, your docket F-2669.

This is to advise you that it will be satisfactory to grant an extension to August 31, 1959.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD/kc:jmm

cc: Randall B. Kester
General Solicitor
Union Pacific R.R. Co.

G. S. Paxson
Ivan D. Merchant

RECEIVED
JUL 31 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

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1959
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-80N-2(14)20

8621 —

June 26, 1959

Mr. Johel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 331 - Corbett Station O-Xing
OWRR & N Company - Multnomah Co.
Columbia River Highway

Dear Sir:

Herewith I hand you original and four copies of application of State Highway Commission in the above titled matter.

Two of the copies are for service upon the railroad companies and one copy is for service upon Multnomah County.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

cc: Mr. G. S. Paxson - with copy of Petition
Mr. Ivan Merchant - " " " "
Mr. Tom Edwards - " " " "
Mr. A. G. Skelton - " " " "

RECEIVED
JUN 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure across the right of way and over the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, adjacent to the Columbia River Highway, known as the CORBETT STATION OVERCROSSING project, in the Northeast quarter (NE¼) of Section 27, Township 1 North, Range 4 East, W.M., in Multnomah County, Oregon.	PETITION NO._______

The petitioner herein respectfully represents:

I.

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II.

That this petition is made under the authority of ORS Title 31.

III.

That the petitioner proposes the construction of a connection between Multnomah County Road No. 506 south of the existing railroad right of way, and connections with the four-lane highway on the Federal Interstate Highway System northerly from the existing railroad, and that in connection therewith it will be necessary to construct an overcrossing structure across the right of way and over the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, at a point near Corbett Station. The said structure is shown on Drawings 13940 and 14989 and the proposed ramp connections with the Federal Interstate Highway are shown on Drawing 14990, attached hereto and by this reference made a part hereof.

That the proposed construction will render possible the closing of the existing County road signalized grade crossing of the railroad tracks, approximately 850 feet easterly from the proposed structure.

IV.

That the construction of the proposed overcrossing structure is necessary and proper for the service and convenience of the public, and that a continuance of the existing crossing at grade would not be desirable nor in conformance with Federal regulations regarding road intersections at grade on the Federal Interstate Highway System.

V.

That the average daily traffic on Multnomah County Road No. 506, which will use the proposed overcrossing structure, is estimated to be approximately 100 vehicles per day with a projected traffic of 200 vehicles per day in 1975. The number of train movements at said location is approximately 25 movements per day.

VI.

That the grade line of the relocated Multnomah County Road No. 506 across the railroad right of way on the proposed structure will be a level grade, which grade is connected by a 200 foot vertical curve to a descending grade of 6.0% extending to the south.

VII.

That the petitioner proposes that the construction and maintenance of the project be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and reimbursement to Railroad Companies for proper and necessary engineering, inspection, watchman and flagman services to protect railroad operations during the period of the construction of the proposed overcrossing structure, including ramp connections to the southerly lanes of the Federal Interstate Highway north of the railroad.

(b) Except as hereinafter stated regarding contributions by the Railroad Companies, finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenditures incurred in connection therewith under the accounting practices contained in PPM 30-3, issued by the Public Road Administration, under date of August 15, 1955, and amendments and supplements thereto, and in accordance with the items controlled by PPM 21-10, issued by the Public Road Administration under date of October 3, 1958.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Reimburse State to the extent of 10% of the cost of proper and necessary engineering inspection, watchman and flagman services furnished by Railroad Companies as may be necessary to protect railroad operations during the period of the construction of the proposed overcrossing structure, including ramp connections to the southerly lanes of the Federal Interstate Highway north of the railroad.

(b) Subject to reimbursement to the extent of 90% of the proper and necessary costs thereof, remove and reinstall after construction railroad signal and communication lines.

(c) Subject to reimbursement to the extent of 90% of the proper and necessary costs thereof, remove and thereafter reinstall such existing right of way fences as necessarily must be removed for the project.

(d) Subject to reimbursement to the extent of 90% of the proper and necessary costs thereof, furnish and install an inner guard rail along the main line track of railroad, extending approximately 55 feet westerly from the centerline of the structure to a point approximately 50 feet easterly therefrom.

(e) At their own cost and expense remove the existing signals on the existing County road grade crossing and salvage the same for their own reimbursement.

(f) Reimburse State to the extent of 10% of the cost of the proposed overcrossing structure, as shown shaded in red on Drawing 14989, less 10% of the cost of a theoretical embankment which would be required for a highway interchange if the railroad tracks were not in existence. This theoretical embankment is shown shaded in red on said Drawing 14989.

At the present time cost of the construction of the said portion of the said overcrossing structure is $37,893.00, and the cost of the theoretical embankment, based upon known contract costs, is $12,502.55, leaving a difference of $25,390.45 on which the railroad contribution would be $2,593.05. These figures, however, are contingent upon the final construction costs of the said portion of the proposed overcrossing structure.

(g) Subject to reimbursement to the extent of 90% of the proper and necessary costs thereof, install and remove such telltales as may be necessary to protect railroad traffic during the construction period of the overcrossing structure if such telltales are ordered by the Public Utility Commissioner.

(h) At their own cost and expense maintain their tracks, roadbed and railroad appurtenances as heretofore, as well as any additional railroad tracks and facilities, constructed beneath the overcrossing structure.

THINGS TO BE DONE BY MULTNOMAH COUNTY:

Vacate and abandon that portion of Multnomah County Road No. 506 extending from a connection with the proposed location southerly from the railroad tracks, northerly across the right of way of railroad to a connection with the right of way of the Columbia River Federal Interstate Highway.

VIII.

That during construction a minimum horizontal clearance of 8' 6" from the railroad tracks will be maintained, but it will be necessary to impair the vertical clearance to 21' 6" above the top of rail.

IX.

That the proposed construction is in the Northeast quarter (NE¼) of Section 27, Township 1 North, Range 4 East, W.M., in Multnomah County.

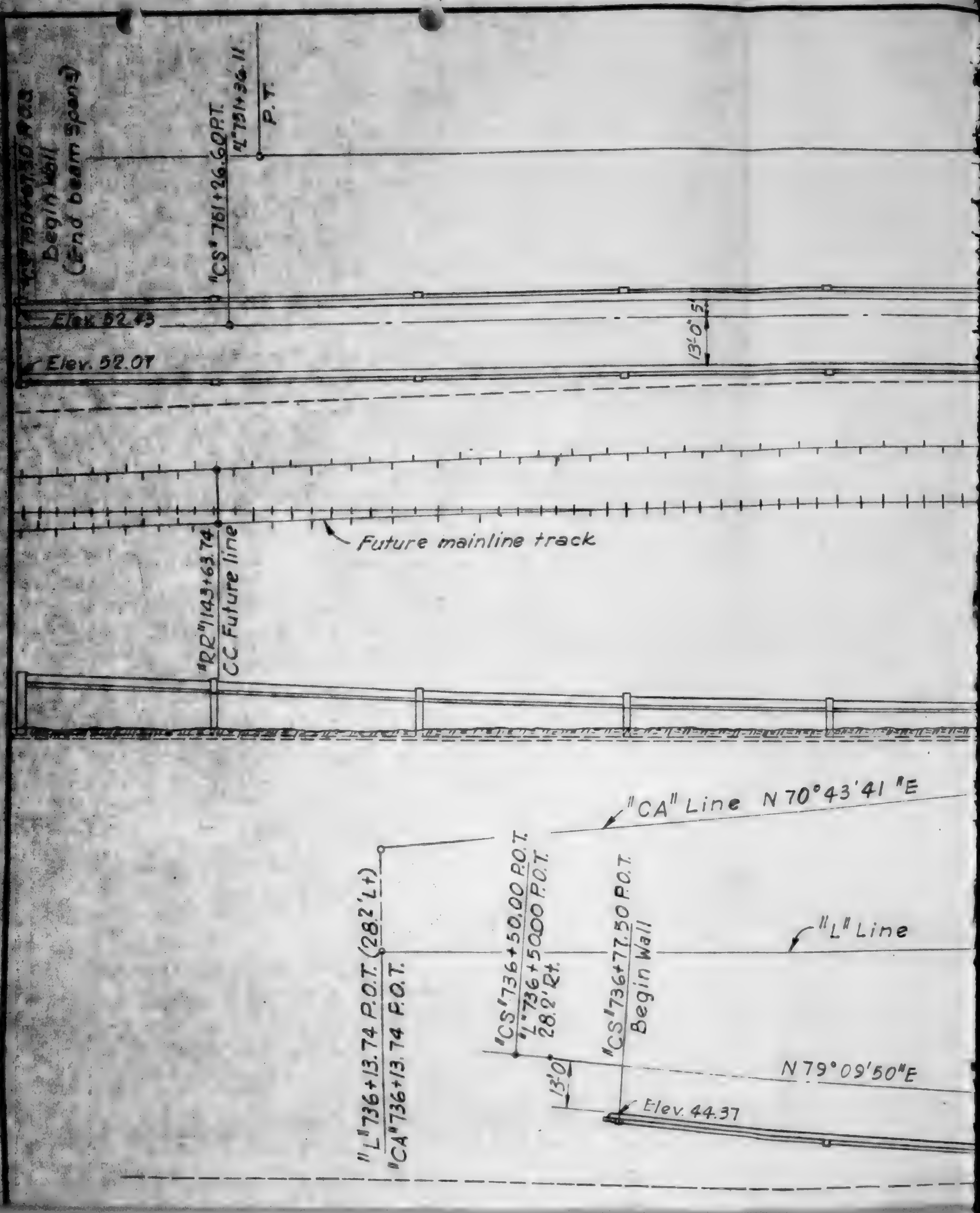
WHEREFORE, petitioner prays for an order permitting such construction and allocation of costs in accordance herewith; for the temporary impairment of vertical clearances as herein stated; for the operation of trains during period of such temporary impairment; and for such other or further order or orders that may be proper.

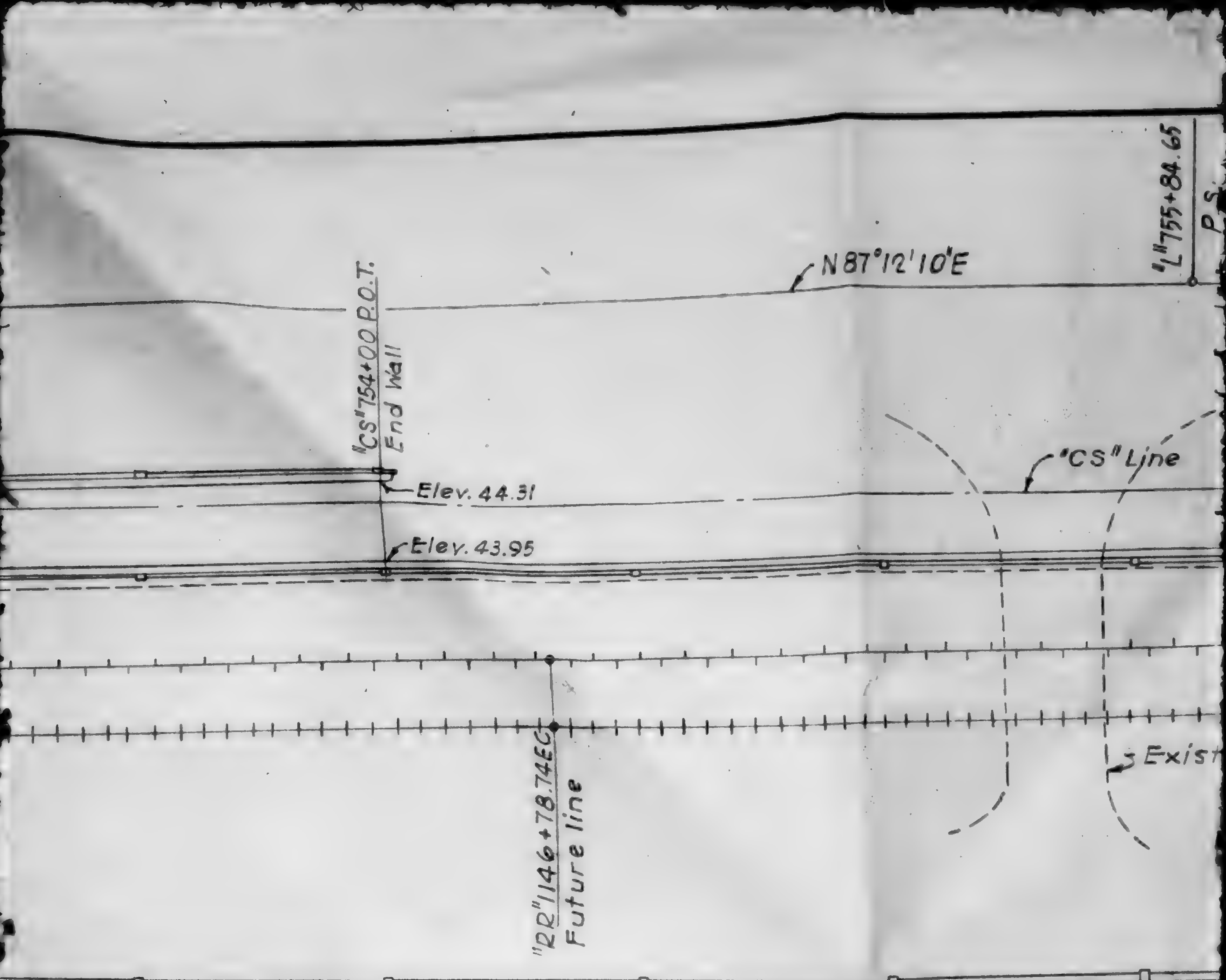
Dated at Salem, Oregon, this 26th day of June, 1959.

STATE OF OREGON, by and through its
State Highway Commission

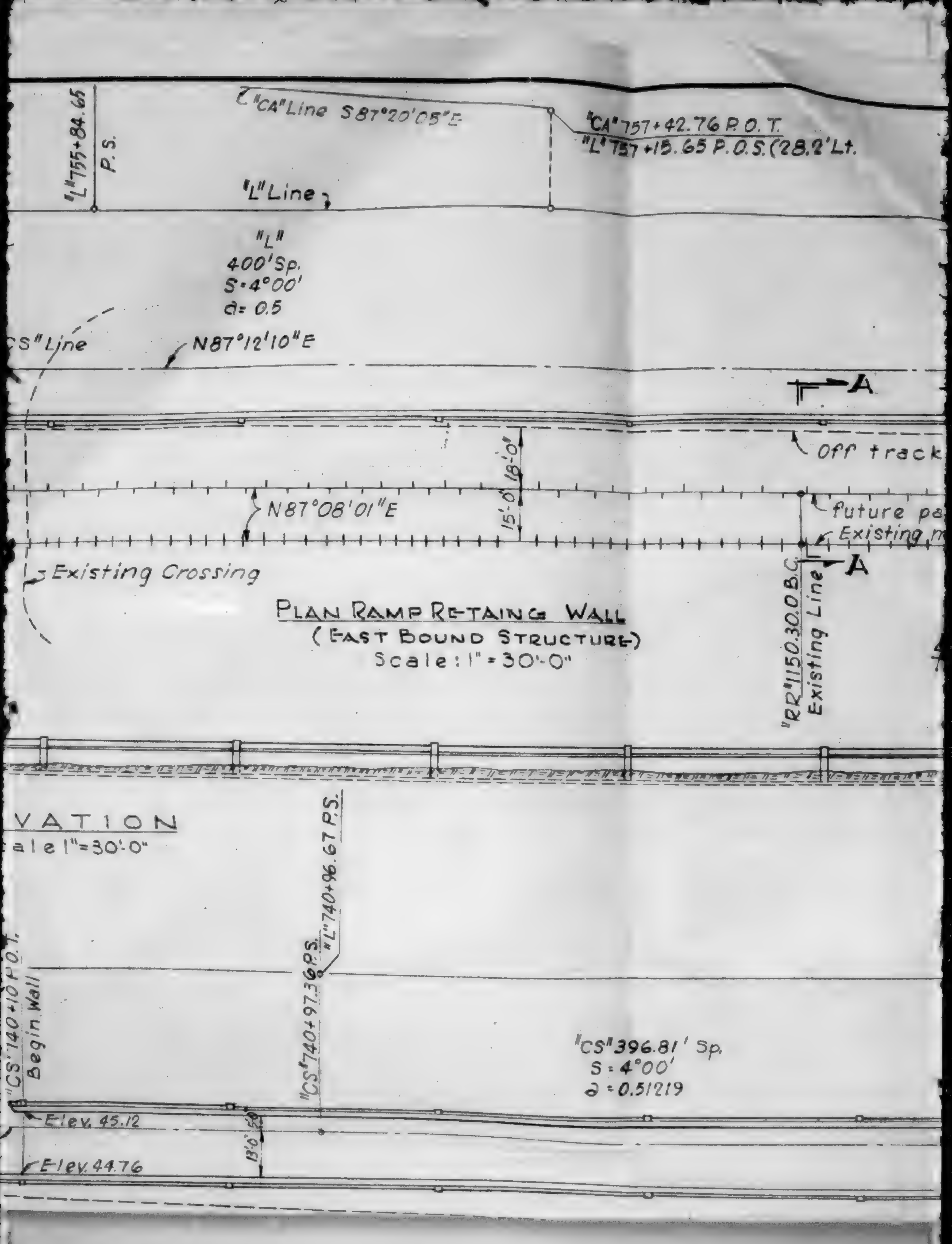
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

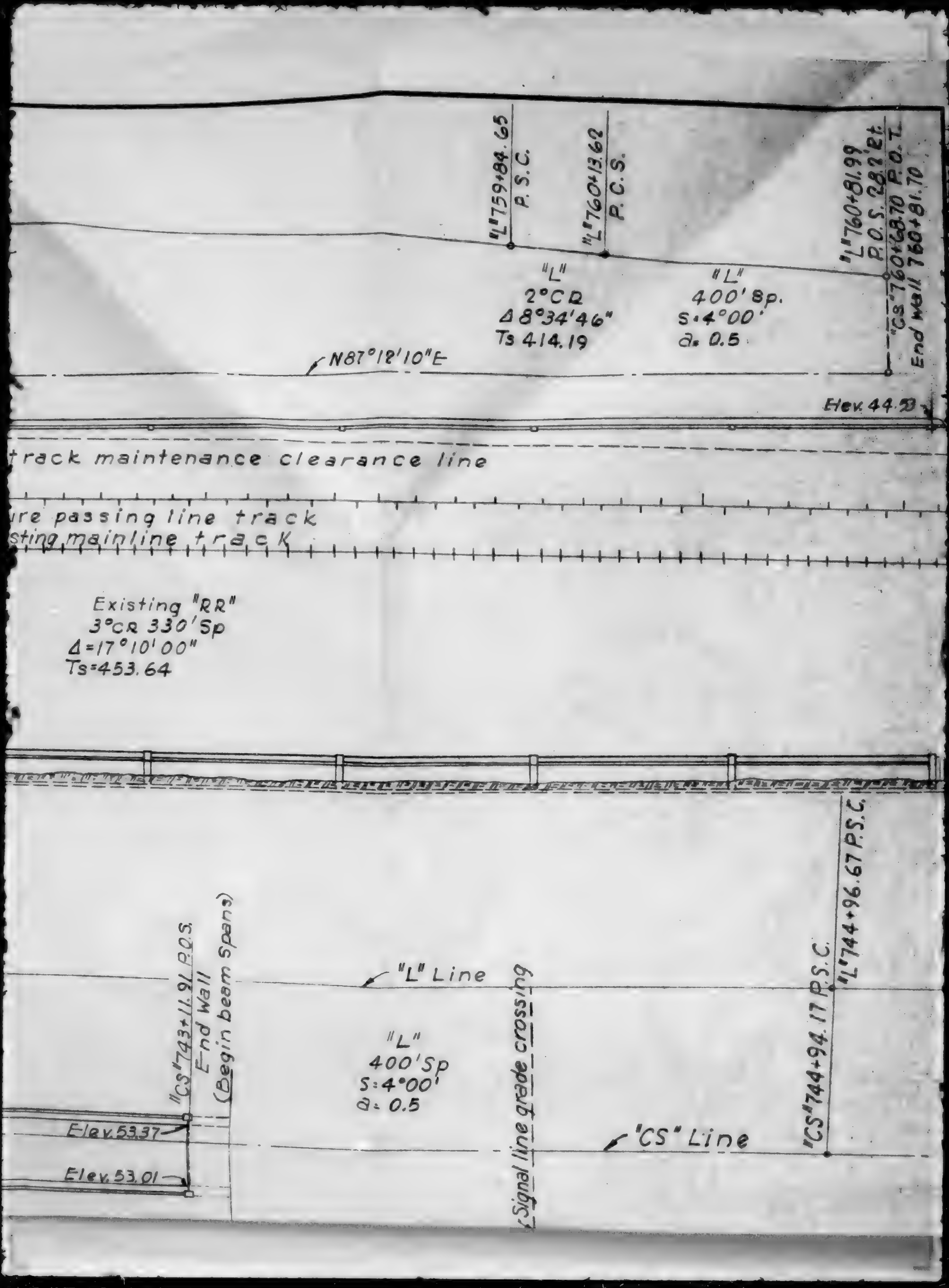
By J. W. DeSOUZA
J. W. DeSouza-Assistant Counsel for
the State Highway Commission

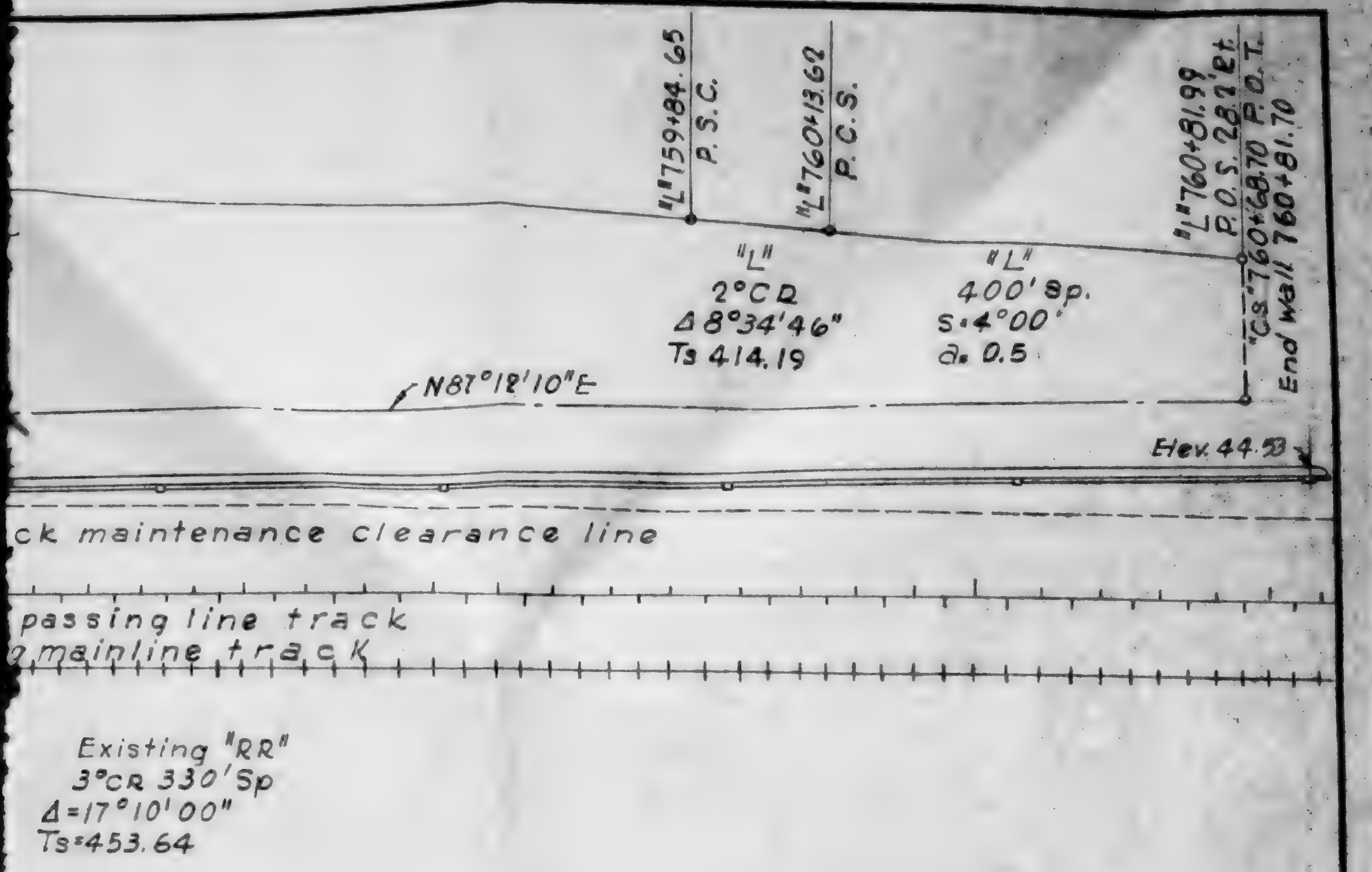

Begin Wall
(End beam Spans)
"CS" 751+26.60 P.T.
"L" 751+36.11
P.T.
Elev. 52.43
Elev. 52.07
13'-0"
5'
Future mainline track
"RR" 1143+63.74
CC Future line
"CA" Line N 70°43'41"E
"L" 736+13.74 P.O.T. (28.2' Lt)
"CA" 736+13.74 P.O.T.
"CS" 736+50.00 P.O.T.
"L" 736+50.00 P.O.T.
28.2' Rt.
"CS" 736+77.50 P.O.T.
Begin Wall
"L" Line
N 79°09'50"E
13'-0"
Elev. 44.37

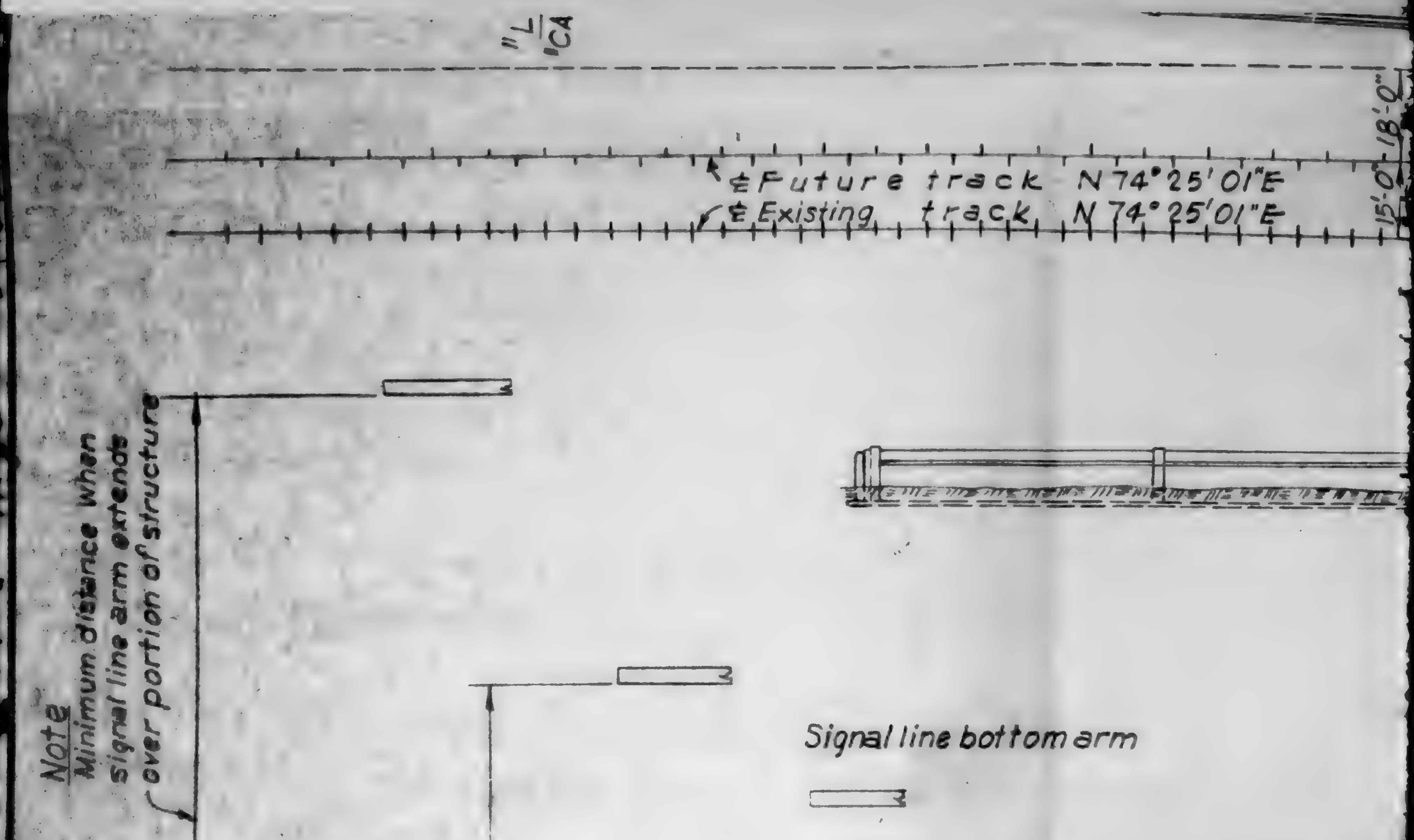


"L"755+84.65
P S
N87°12'10"E
"CS"754+00 P.O.T.
End Wall
"CS" Line
Elev. 44.31
Elev. 43.95
"RR"1146+78.74EC
Future line
Exist
ELEVAT
Scale 1"=
N 74°24'50 E
"CS"737+79.78 P.C.
"CS" 3° C.L.
Δ = 4°45'
Ts = 79.21
L = 158.33'
B
"CS" Line
"CS"739+38.11 P.T.
N74°24'50"E
"CS"740+10 P.O.T.
Begin Wall
Elev
Elev

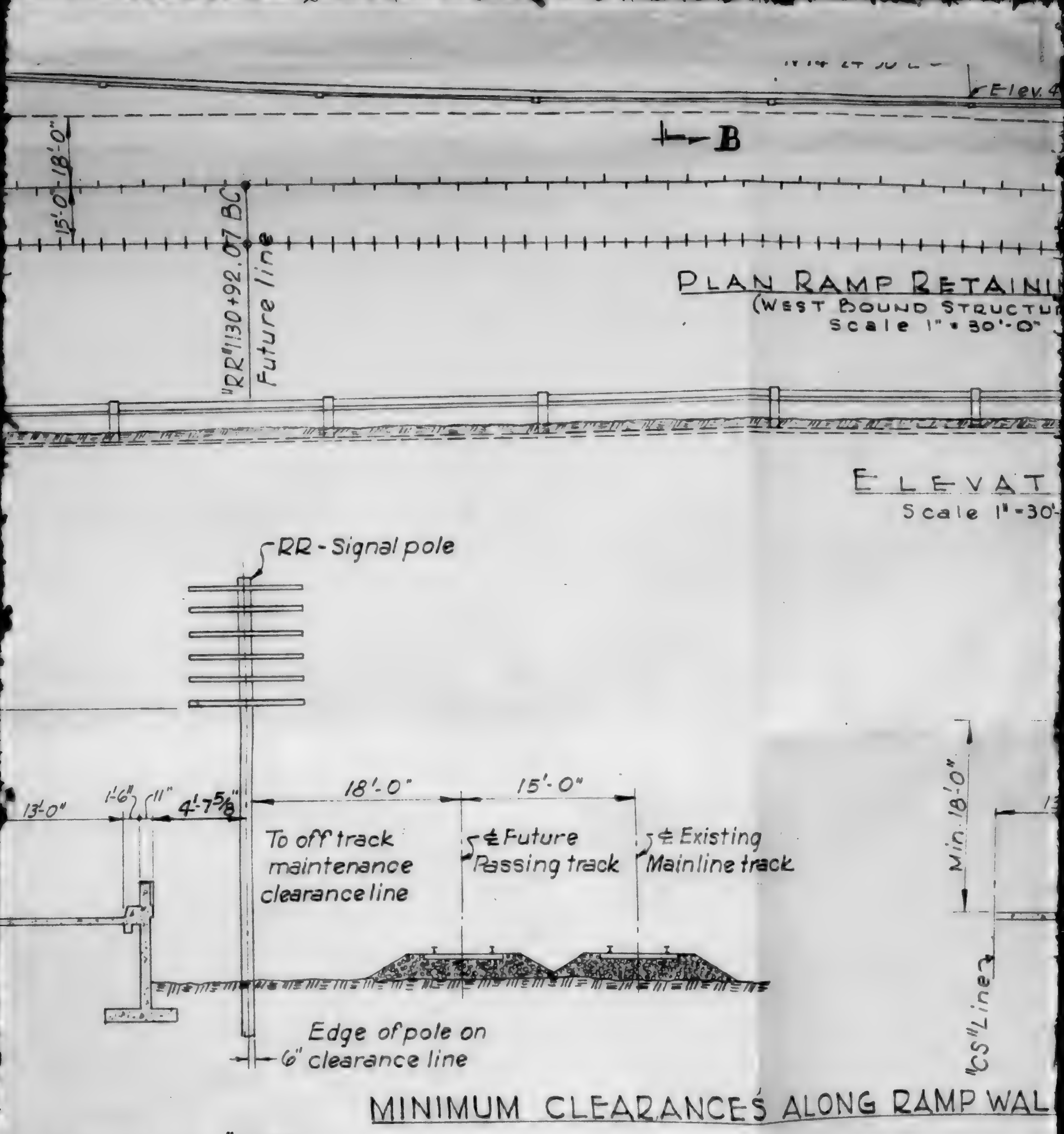

"L"755+84.65 P.S.
℄"CA"Line S87°20'05"E
"CA"757+42.76 P.O.T.
"L"757+15.65 P.O.S.(28.2'Lt.
"L"Line
"L"
400'Sp.
S=4°00'
a=0.5
CS"Line
N87°12'10"E
A
Off track
15'-0"
18'-0"
N87°08'01"E
future pa
Existing m
Existing Crossing
A
"RR"1150.30.0 B.C.
Existing Line
PLAN RAMP RETAING WALL
(EAST BOUND STRUCTURE)
Scale: 1"=30'-0"
VATION
ale 1"=30'-0"
"CS"740+10 P.O.T.
Begin Wall
"CS"740+97.36 P.S.
"L"740+96.67 P.S.
"CS"396.81' Sp.
S=4°00'
a=0.51219
Elev. 45.12
13'-0"
5'-0"
Elev. 44.76


"L"759+84.65 P.S.C.
"L"760+13.62 P.C.S.
"L"760+81.99 P.O.S. 28.2' Rt.
"CS"760+68.70 P.O.T.
End Wall 760+81.70
"L" 2°CR Δ8°34'46" Ts 414.19
"L" 400' Sp. S=4°00' a= 0.5
N87°12'10"E
Elev. 44.53
track maintenance clearance line
ure passing line track
sting mainline track
Existing "RR" 3°CR 330'Sp Δ=17°10'00" Ts=453.64
"CS"743+11.91 P.O.S. End Wall (Begin beam Spans)
"L" Line
"L" 400'Sp S=4°00' a= 0.5
Signal line grade crossing
"CS" Line
"L"744+96.67 P.S.C.
"CS"744+94.17 P.S.C.
Elev. 53.37
Elev. 53.01


"L"759+84.65 P.S.C.
"L"760+13.62 P.C.S.
"L"760+81.99 P.O.S. 28.2' Rt.
"CS"760+68.70 P.O.T.
End wall 760+81.70
"L" 2°CR Δ8°34'46" Ts 414.19
"L" 400' Sp. S=4°00' a= 0.5
N87°12'10"E
Elev. 44.53
ck maintenance clearance line
passing line track
mainline track
Existing "RR" 3°CR 330'Sp Δ=17°10'00" Ts=453.64
"CS"743+11.91 P.O.S. End Wall (Begin beam Spans)
Elev. 53.37
Elev. 53.01
"L" Line
"L" 400'Sp S=4°00' a= 0.5
Signal line grade crossing
"CS" Line
"CS"744+94.17 P.S.C.
"L"744+96.67 P.S.C.

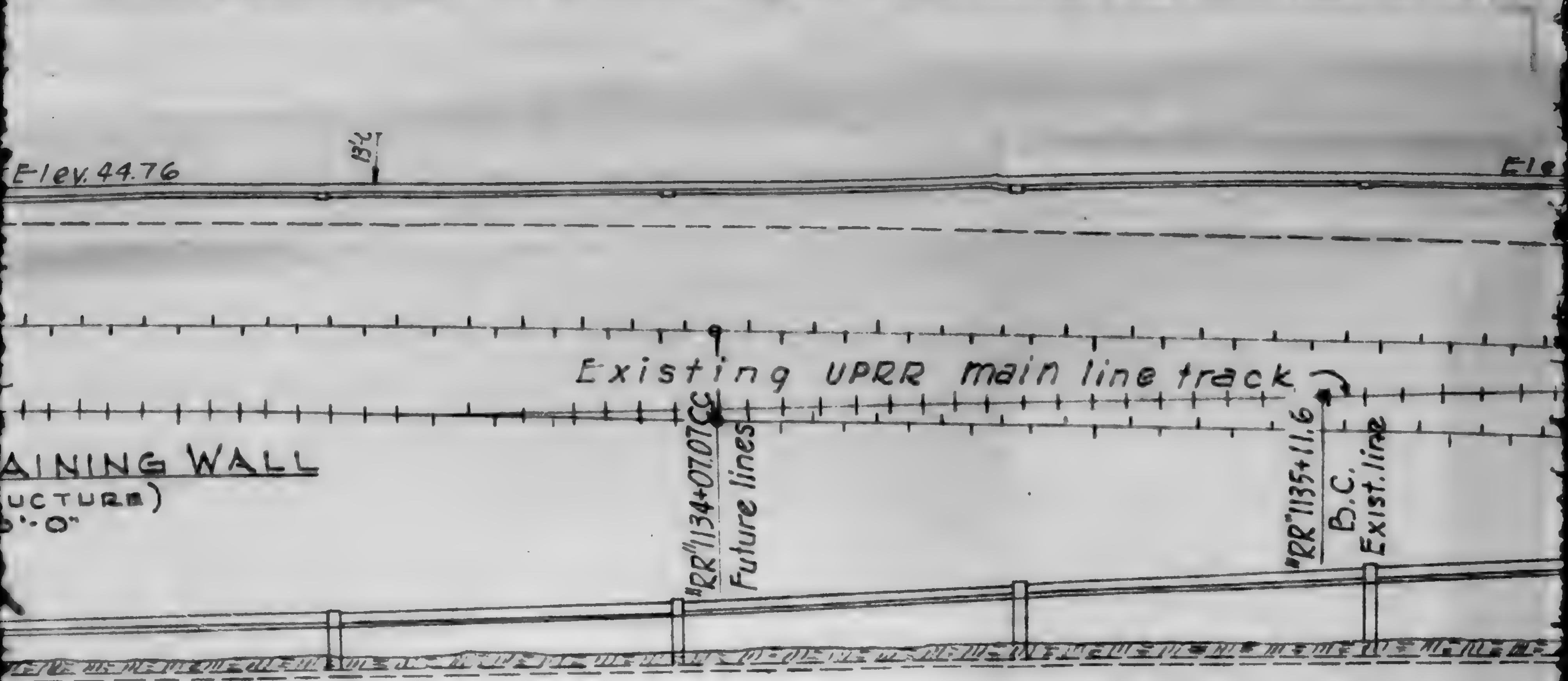

"L/"CA
℄ Future track N 74° 25' 01" E
℄ Existing track N 74° 25' 01" E
15'-0"
18'-0"
Note
Minimum distance when signal line arm extends over portion of structure
18'-0"
r = 8'-0
Signal line bottom arm
r = 8'-0"
4'-0"
8'-0"
Minimum Conditions
Min. 18'-0"
13'-0"
"CS" Line
S

SECTION FOR SIGNAL LINE PLACEMENT


Elev. 4
B
15'-0"
18'-0"
"RR"1130+92.07 BC
Future line
PLAN RAMP RETAINI
(WEST BOUND STRUCTU
Scale 1" = 30'-0"
ELEVAT
Scale 1"-30'
RR - Signal pole
13'-0"
1'-6"
11"
4'-7 5/8"
18'-0"
15'-0"
To off track maintenance clearance line
℄ Future Passing track
℄ Existing Mainline track
Min. 18'-0"
13
Edge of pole on 6" clearance line
"CS" Line

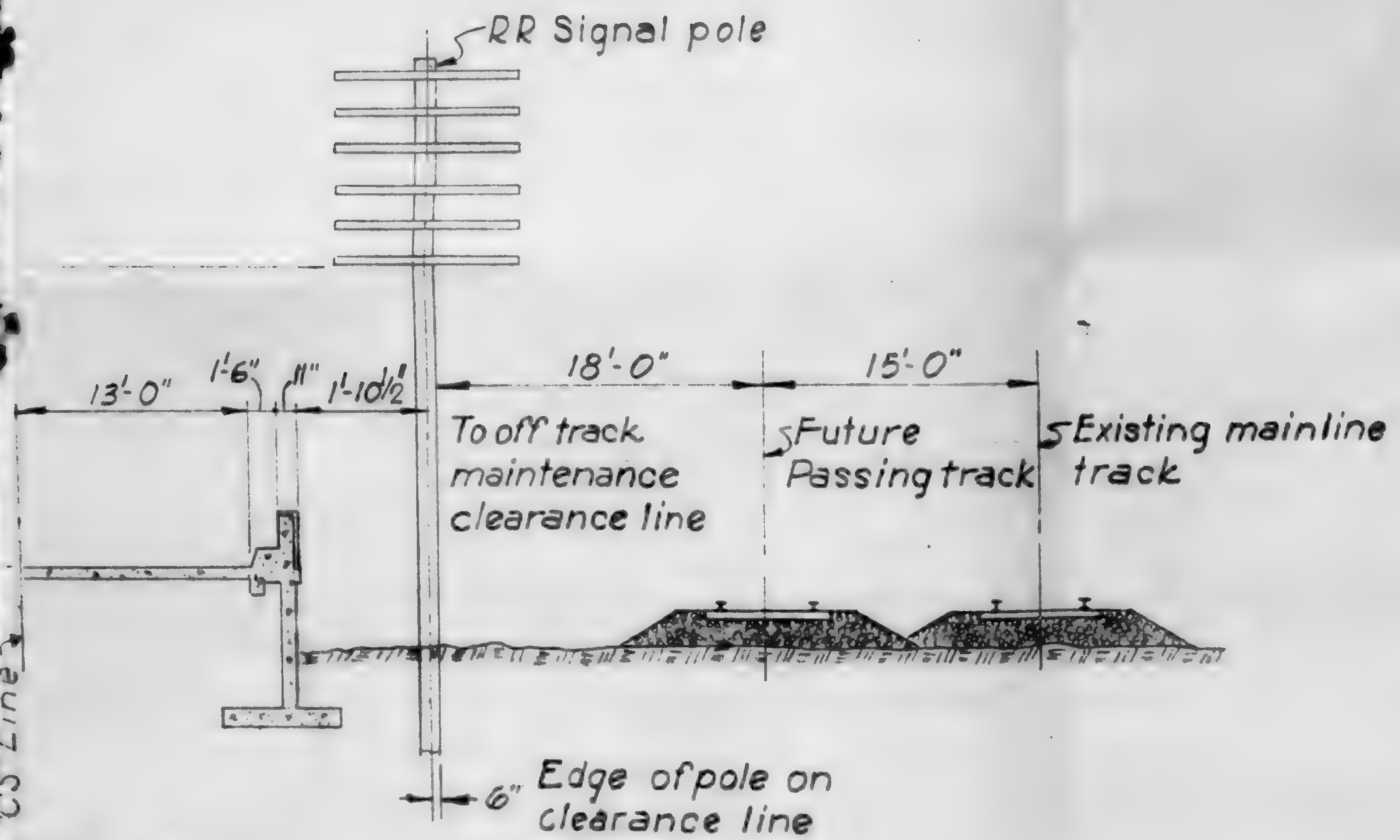
MINIMUM CLEARANCES ALONG RAMP WAL

SECTION "BB"


Elev. 44.76
1'-2"
Ele
Existing UPRR main line track
"RR" 1134+07.07 C.C.
Future lines
"RR" 1135+11.6
B.C.
Exist. line

AINING WALL
(UCTURE)
0'-0"

ATION
1" = 30'-0"


RR Signal pole
13'-0"
1'-6"
11"
1'-10½"
18'-0"
15'-0"
To off track maintenance clearance line
Future Passing track
Existing mainline track
CS Line
6"
Edge of pole on clearance line

D WALLS

SECTION "AA".

Rev. No 1 Date 4-6-59
Redrawn

APPRO
BRIDG
ASS'T
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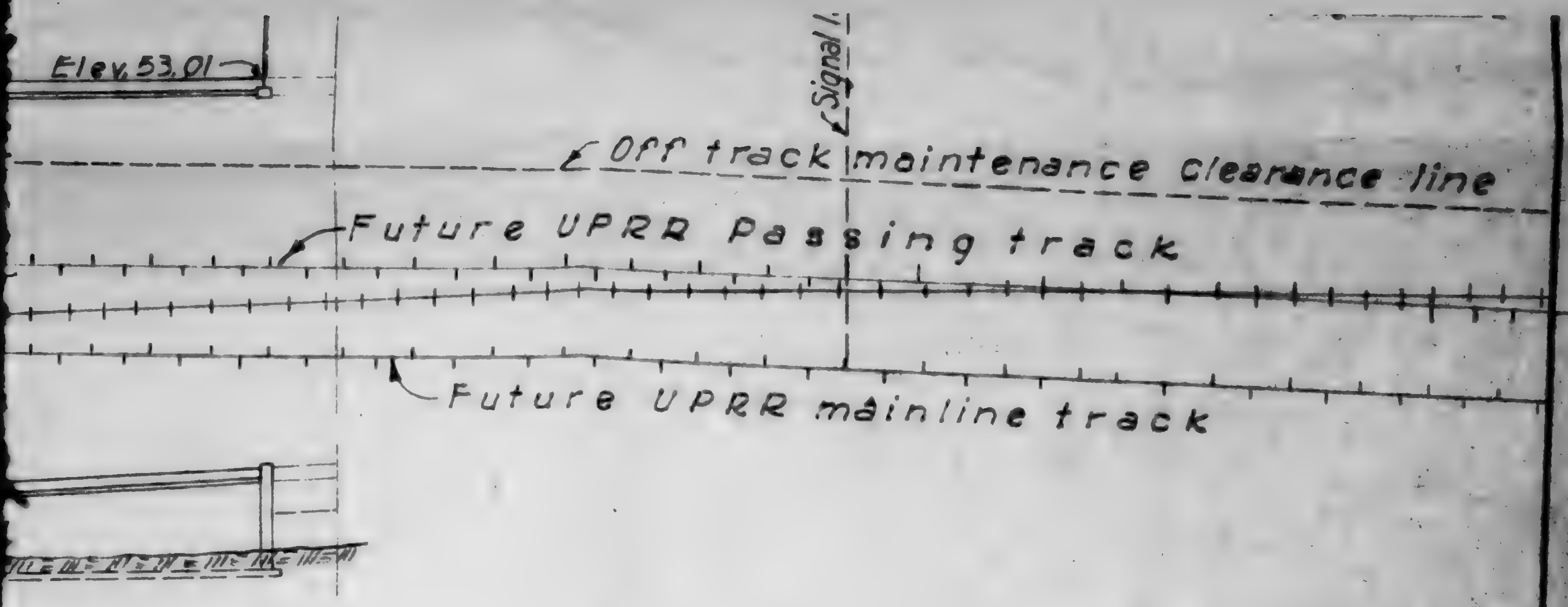
DESIG
DRAW


Elev. 53.01
℄ Signal 1
℄ Off track maintenance clearance line
Future UPRR Passing track
Future UPRR mainline track

APPROVED:

BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED J.A.
DRAWN J.H.
CHECKED
CALC. BOOK 469

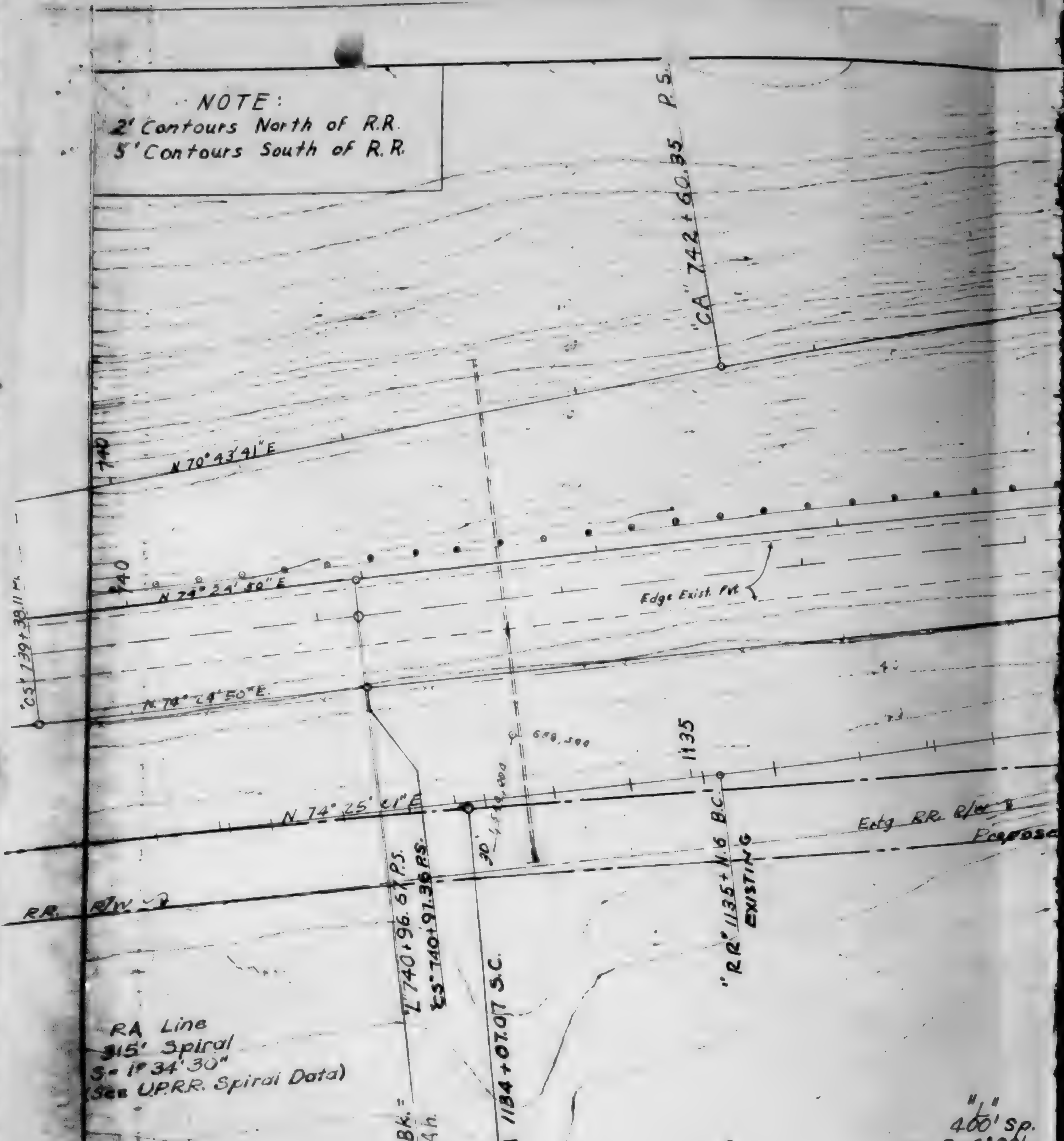
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

COLUMBIA RIVER HIGHWAY UNDERCROSSING
OF CORBETT INTERCHANGE
SUNDIAL ROOSTER ROCK SECTION
COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY

PLAN & ELEVATION

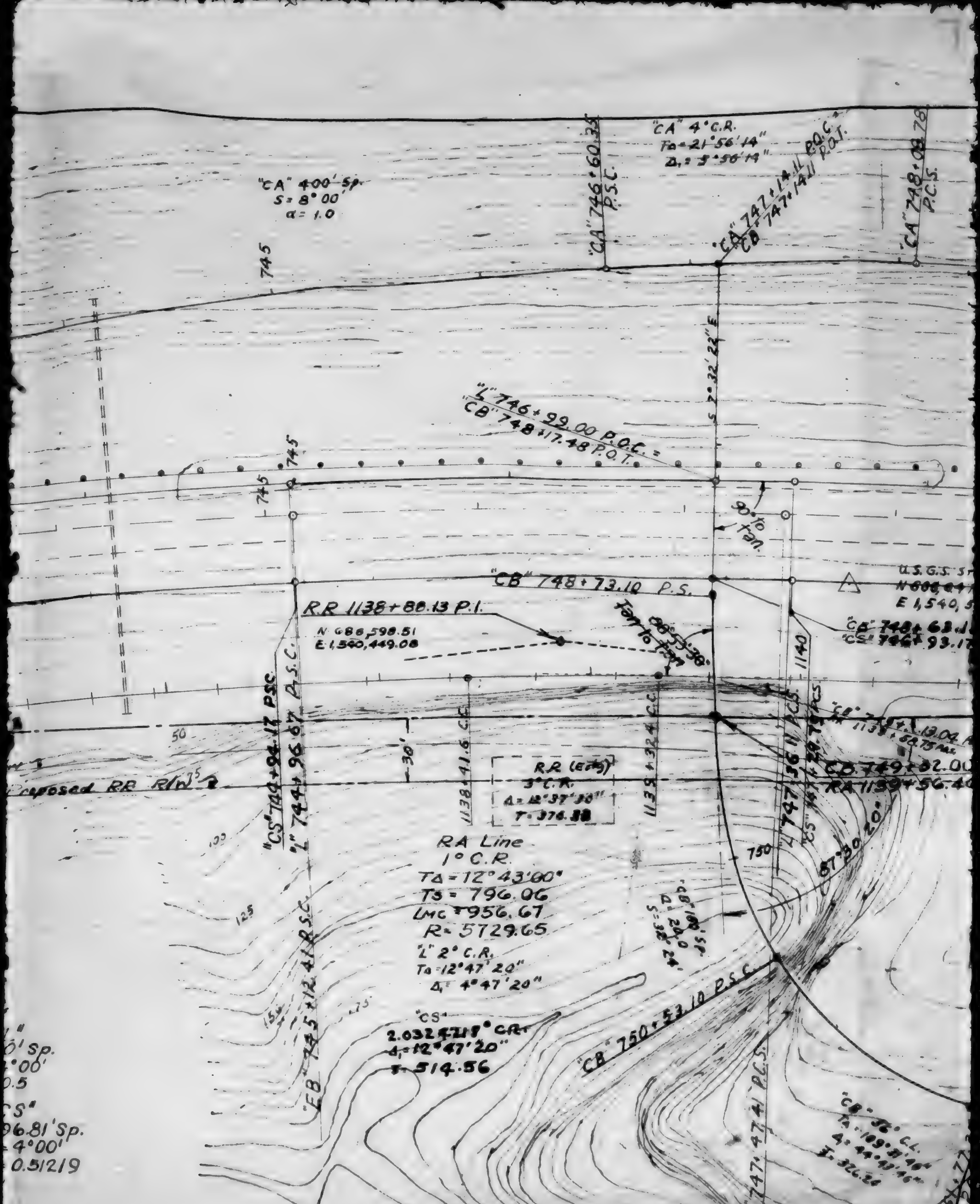
DATE 4·6·59 BRIDGE NO. 8470
ACCOMPANIED BY DWGS.

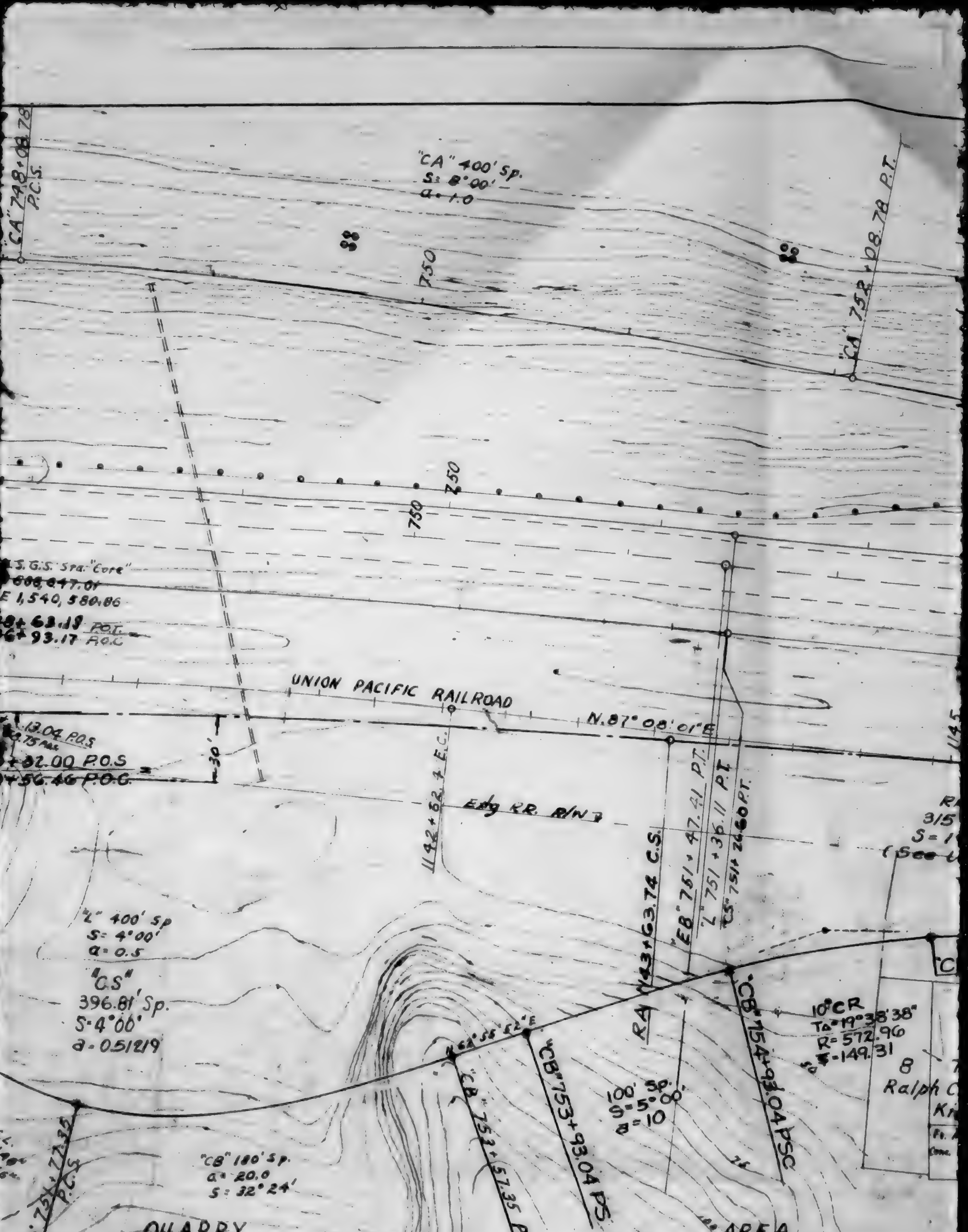
SHEET 2 OF
DRAWING NO. 14990

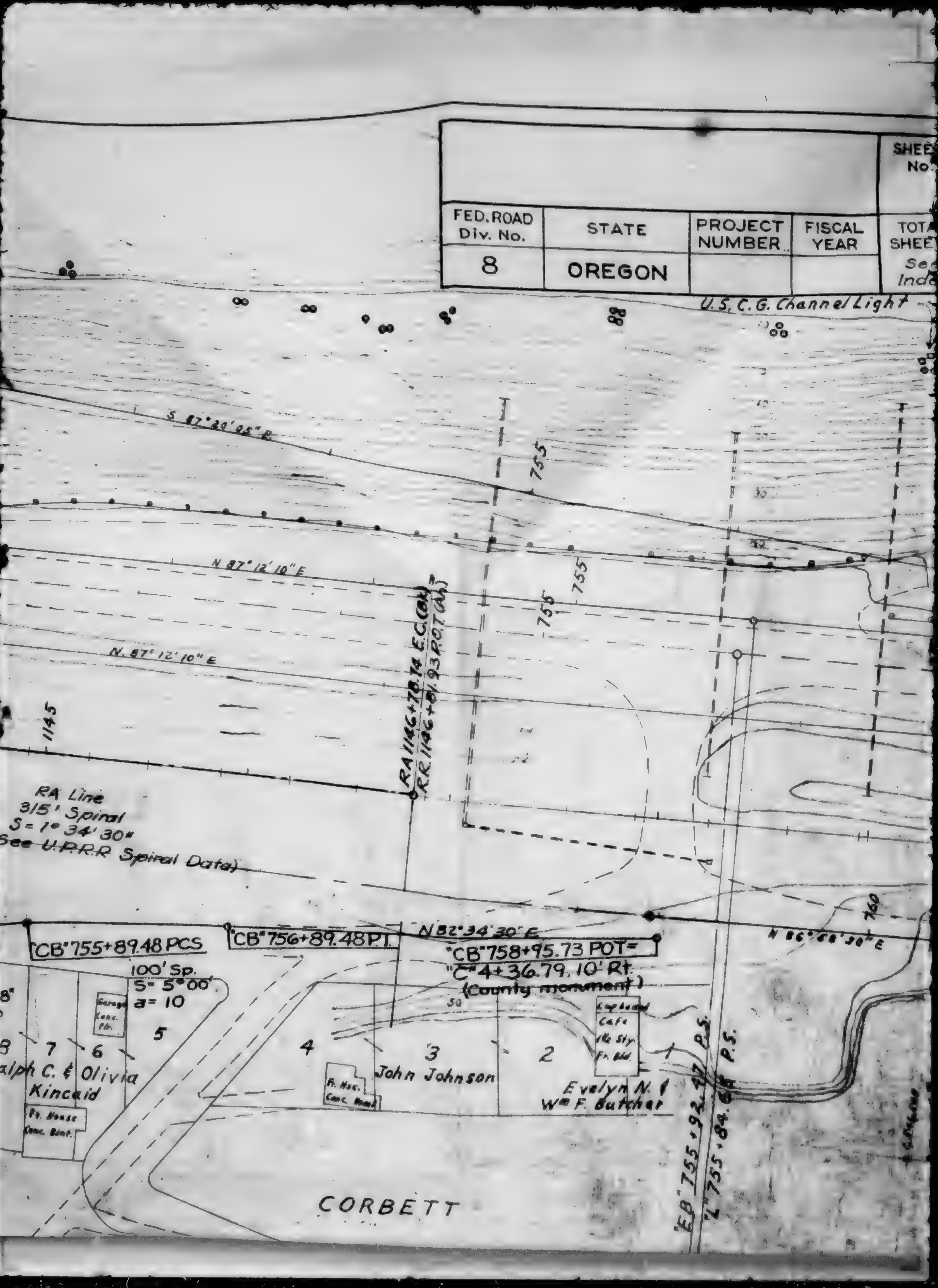


NOTE:
2' Contours North of R.R.
5' Contours South of R.R.

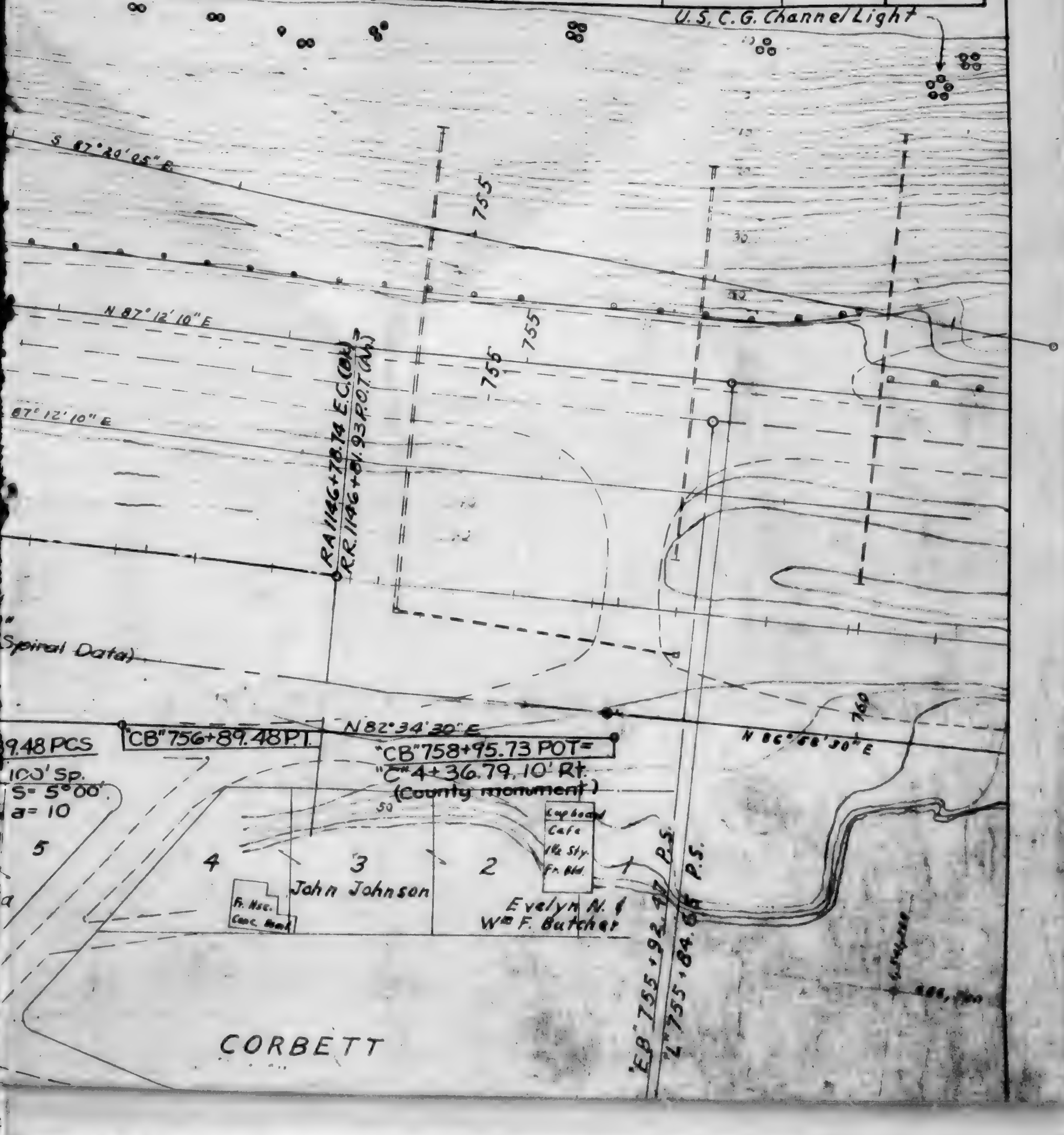
P.S.
"CA" 742+60.35
740
N 70° 43' 41" E
740
N 74° 24' 50" E
Edge Exist. Pvt.
"CS" 739+38.11 P.
N 74° 24' 50" E
680,500
1135
N 74° 25' 01" E
Extg RR R/W
Proposed
RR R/W
30'
"L" 740+96.67 P.S.
"CS" 740+91.36 P.S.
RA 1184+07.07 S.C.
"RR" 1135+11.6 B.C.
EXISTING
"EB" 741 + 16.55 Bk. =
"EB" 741 + 12.41 Ah.
RA Line
315' Spiral
S = 1° 34' 30"
(See U.P.R.R. Spiral Data)
"L"
400' Sp.
S = 4°00'
a = 0.5
"CS"
396.81' S
S = 4°00'
a = 0.5121
STATE


"CA" 400' Sp.
S = 8° 00'
a = 1.0
745
"CA" 746+60.35 P.S.C.
"CA" 4° C.R.
Ta = 21° 56' 14"
Δ1 = 3° 56' 14"
"CA" 747+14.11 P.O.C. =
"CB" 747+14.11 P.O.T.
"CA" 748+08.78 P.C.S.
S 7° 32' 22" E
"L" 746+99.00 P.O.C. =
"CB" 748+17.48 P.O.T.
745
745
90° to Tan.
"CB" 748+73.10 P.S.
U.S.G.S. St
N 686,
E 1,540, 5
RR 1138+88.13 P.I.
N 686,598.51
E 1,540,449.08
Tan to Tan
"CB" 748+63.
"CS" 746+93.17
1140
"CS" 744+94.17 P.S.C.
"L" 744+96.67 P.S.C.
50
30'
1138+41.6 C.C.
1139+32.4 C.C.
R.R. (Exis)
3° C.R.
Δ = 12° 37' 30"
T = 376.88
"L" 747+56.11 P.C.S.
"CS" 747+29.79 P.C.S.
"CB"
1139+68.75 P.O.S.
"CB" 749+82.00
RA 1139+56.40
Proposed RR R/W
75
100
750
67° 30' 20"
RA Line
1° C.R.
TΔ = 12° 43' 00"
TS = 796.06
LMC = 956.67
R = 5729.65
"L" 2° C.R.
Ta = 12° 47' 20"
Δ1 = 4° 47' 20"
"CB" 100' Sp.
S = 32° 24'
D = 20.0
125
150
175
"EB" 745+12.41 P.S.C.
"CS"
2.0324718° C.R.
Δ1 = 12° 47' 20"
T = 514.56
"CB" 750+53.10 P.S.C.
'Sp.
°00'
0.5
"CS"
96.81' Sp.
= 4°00'
0.51219
"EB" 747+47.41 P.C.S.
"CB" 36° C.L.
TΔ = 109° 31' 46"
Δ = 44° 49' 46"
T = 326.24
"CB" 75
TE
BORROW


"CA" 748+08.78 P.C.S.
"CA" 400' Sp.
S: 8°00'
a: 1.0
"CA" 752+08.78 P.T.
750
750
750
S. G.S. Sta. "Core"
E 1,540, 580.86
+63.18 P.O.T.
+93.17 P.O.C
UNION PACIFIC RAILROAD
N.87° 08' 01"E
13.04 P.O.S
+32.00 P.O.S
+56.46 P.O.C.
30'
1142+62.7 E.C.
Exg RR. R/W
RA 1143+63.74 C.S.
"EB" 751+47.41 P.T.
"L" 751+36.11 P.T.
"CS" 751+26.60 P.T.
"L" 400' Sp
S= 4°00'
a= 0.5
"CS"
396.81' Sp.
S=4°00'
a=0.51219
"CB" 753+93.04 P.S.
"CB" 753+57.35 P.T.
"CB" 754+93.04 PSC
"CB" 751+77.35 P.C.S.
100' Sp.
S=5°00'
a=10
"CB" 180' Sp.
a= 20.0
S: 32° 24'
10°CR
TΔ=19°38'38"
R=572.96
T=149.31
8
Ralph C
Ki
3/5
S=1
(See
QUARRY
AREA


SHEET No.
FED. ROAD Div. No.
STATE
PROJECT NUMBER
FISCAL YEAR
TOTAL SHEETS
8
OREGON
See Index
U.S.C.G. Channel Light
S 87°20'05" E
755
N 87°12'10" E
N. 87°12'10" E
755
755
1145
RA 1146+78.74 E.C.(Bk)
R.R. 1146+81.93 P.O.T.(Ah)
RA Line
315' Spiral
S = 1° 34' 30"
See U.P.R.R Spiral Data)
"CB" 755+89.48 PCS
"CB" 756+89.48 P.T.
N 82°34'30" E
"CB" 758+95.73 POT=
"C" 4+36.79, 10' Rt.
(County monument)
N 86°58'30" E
760
100' Sp.
S= 5°00'
a= 10
Garage Conc. Flr.
8
7
6
5
4
3
2
1
Ralph C. & Olivia Kincaid
Fr. House Conc. Bsmt.
Fr. Hse. Conc. Bsmt.
John Johnson
Cupboard Cafe 1½ Sty. Fr. Bld.
Evelyn N. & Wm F. Butcher
"EB" 755+92.27 P.S.
"L" 755+84.68 P.S.
CORBETT
50

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
8	OREGON			See Index

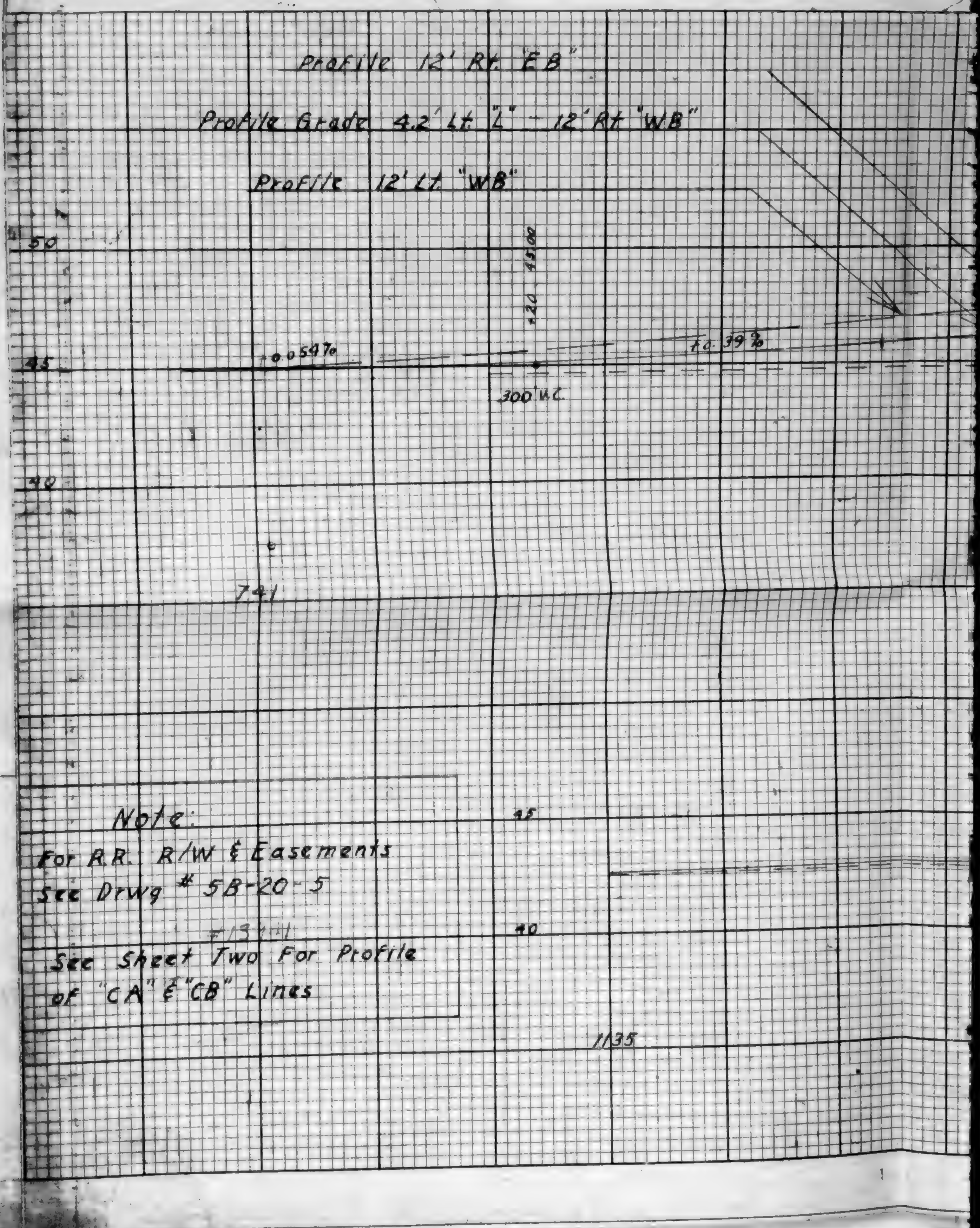


U.S.C.G. Channel Light
S 87°20'05" E
755
N 87°12'10" E
87°12'10" E
755
755
RA 1146+78.14 E.C.(Bk)
R.R. 1146+81.93 P.O.T. (Ah)
30
32
(Spiral Data)
760
N 82°34'30" E
N 86°56'30" E
9.48 PCS
"CB" 756+89.48 P.T.
"CB" 758+95.73 POT=
"C" 4+36.79, 10' Rt.
(County monument)
100' Sp.
S= 5°00'
a= 10
50
5
4
3
2
1
Cupboard Cafe 1½ Sty. Fr. Bld.
Fr. Hse. Conc. Bsmt.
John Johnson
Evelyn N. & Wm F. Butcher
"EB" 755+92.47 P.S.
"L" 755+84.66 P.S.
CORBETT

a = 0.51219

STATE

"EB" 741
"EB" 741

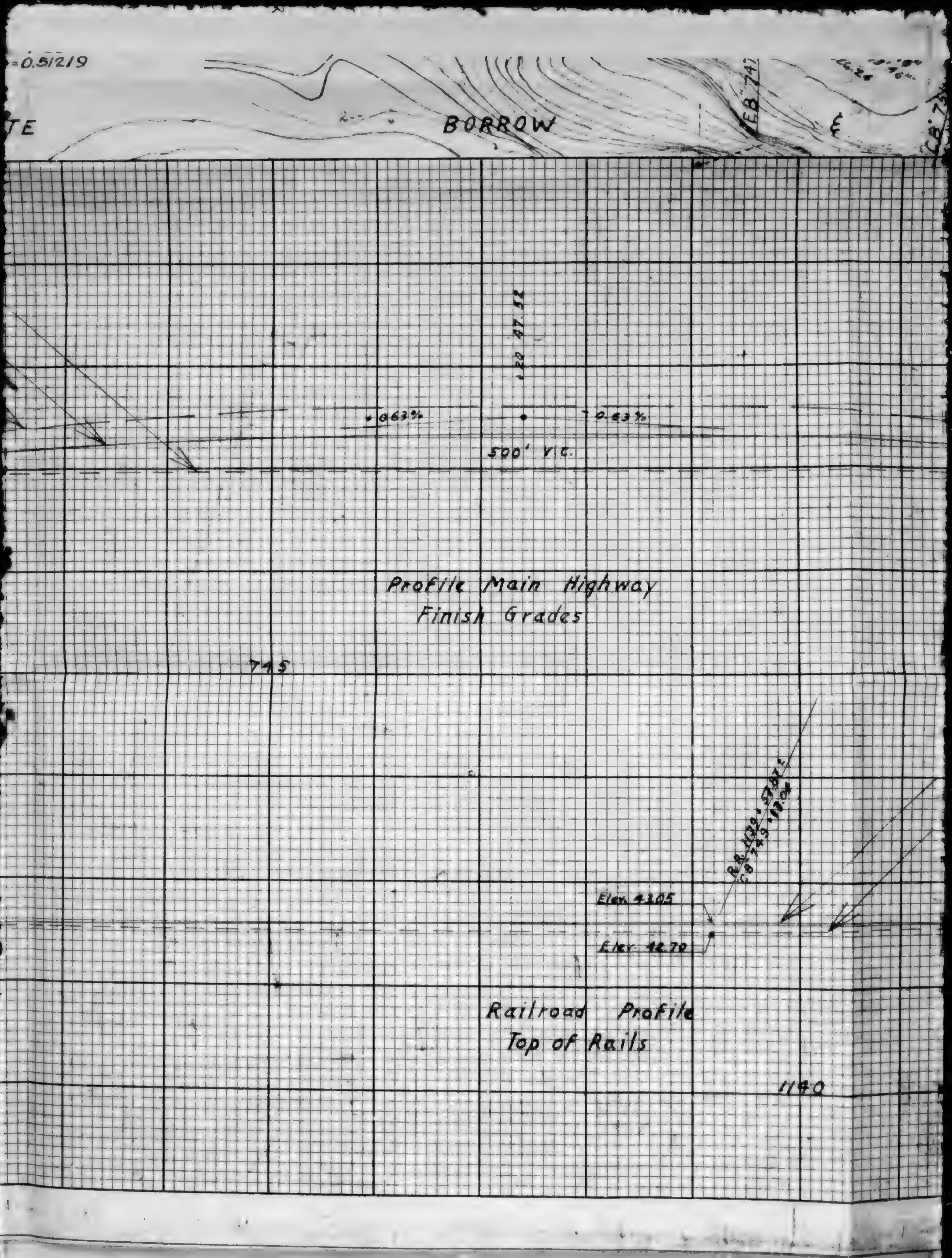


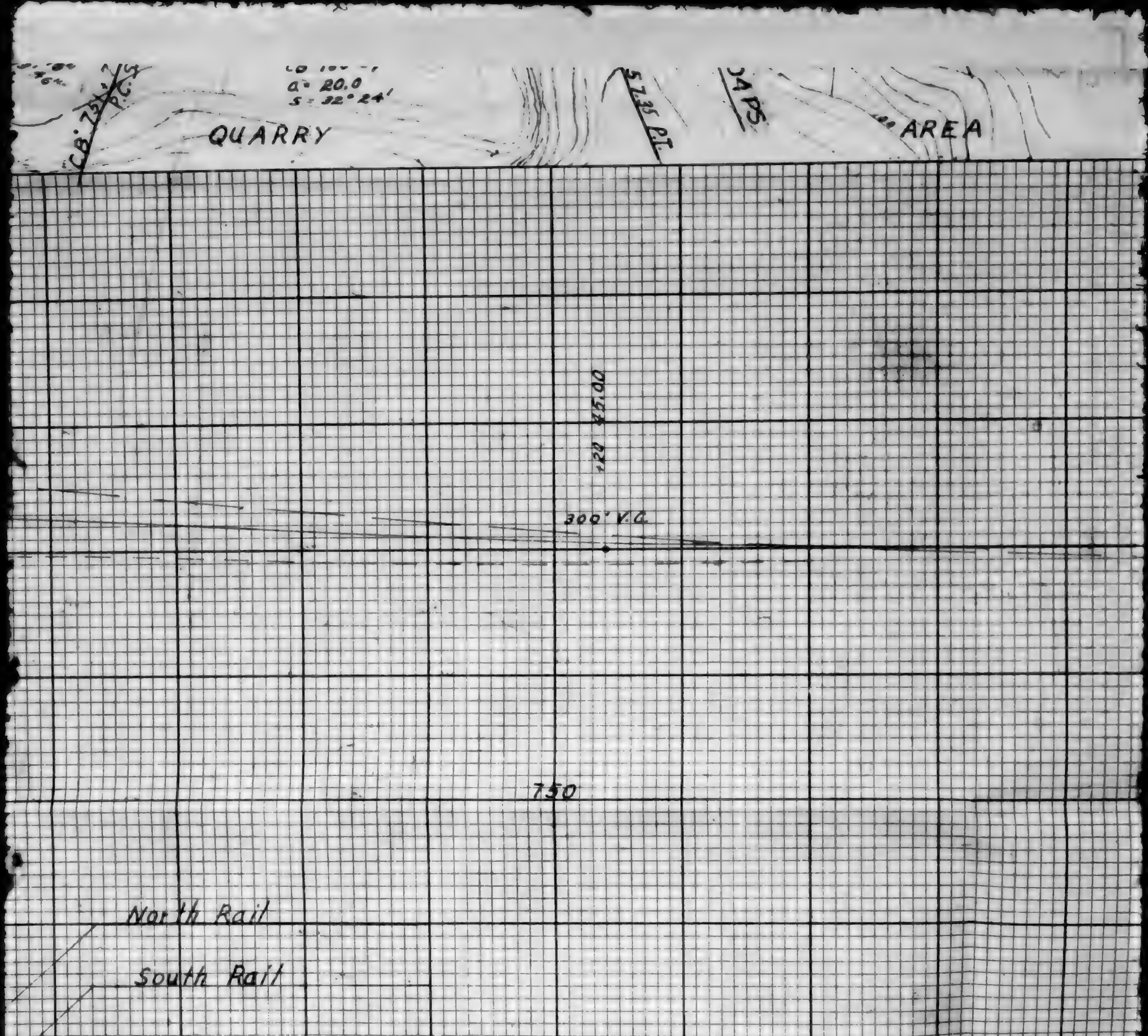
Profile 12' Rt. "EB"
Profile Grade 4.2' Lt. "L" - 12' Rt "WB"
Profile 12' Lt. "WB"
50
+20 45.00
+0.054%
+0.39%
45
300' V.C.
40
741
45
40
1135

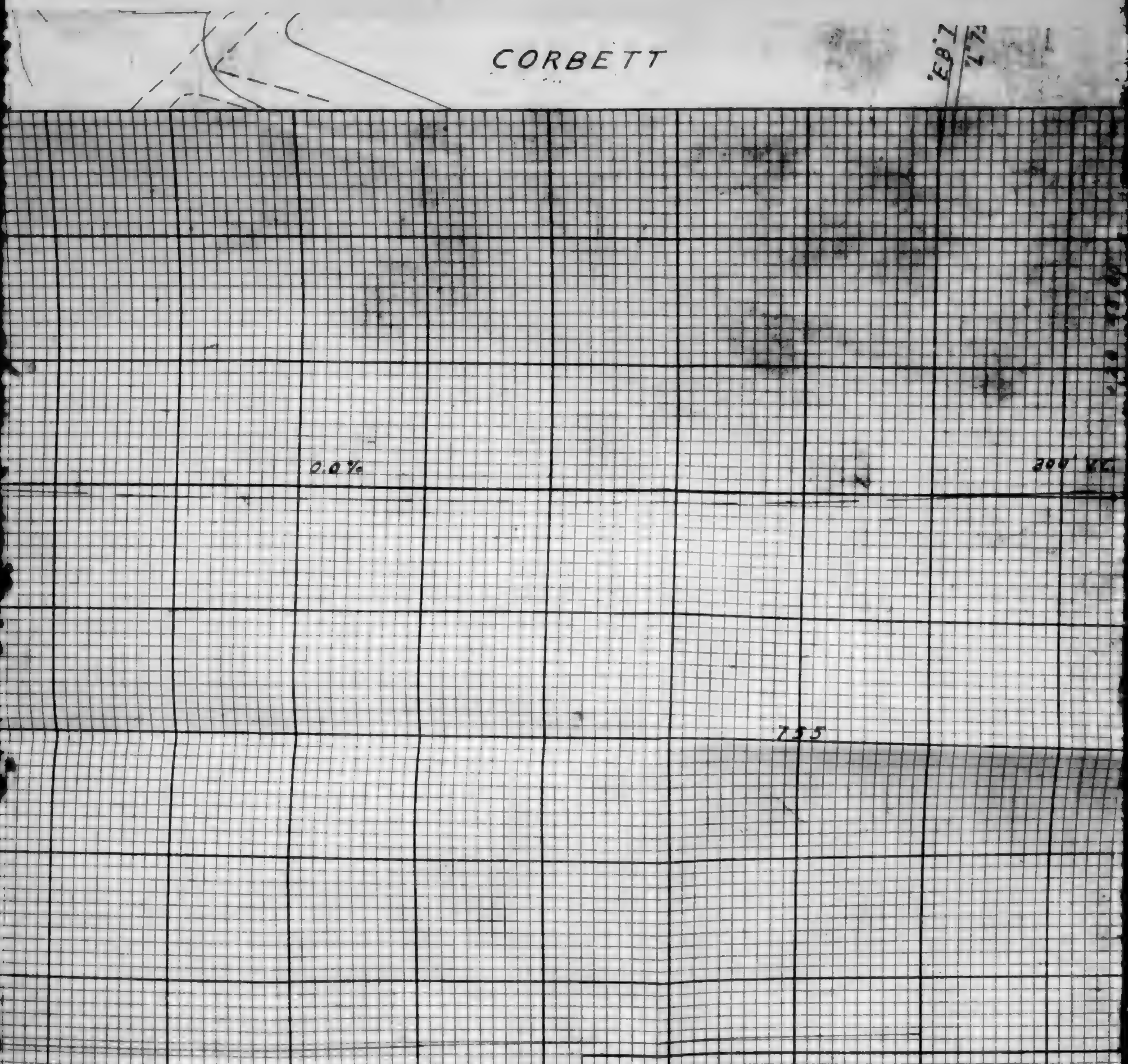
Note:
For R.R. R/W & Easements
See Drwg # 5B-20-5

#19441

See Sheet Two For Profile
of "CA" & "CB" Lines


=0.51219
TE
BORROW
E.B. 741
℄
C.B. 75
120+47.52
+0.63%
-0.63%
500' V.C.
Profile Main Highway
Finish Grades
745
R.R. 1129+57.87±
C.B. 743+12.04
Elev. 43.05
Elev. 42.70
Railroad Profile
Top of Rails
1140


P.C.
C.B. 73
D = 20.0
S = 32° 24'
QUARRY
57.35 P.T.
P.S.
AREA
+20 45.00
300' V.C.
750
North Rail
South Rail



N43

Revised to show U.P.R.R. (RA Line) Realignment and "C5" Line 10-1-58 A.G.

REVISED 30 JULY 1958

OREGON STATE HIGHWAY

VICINITY MAP & PROFIL

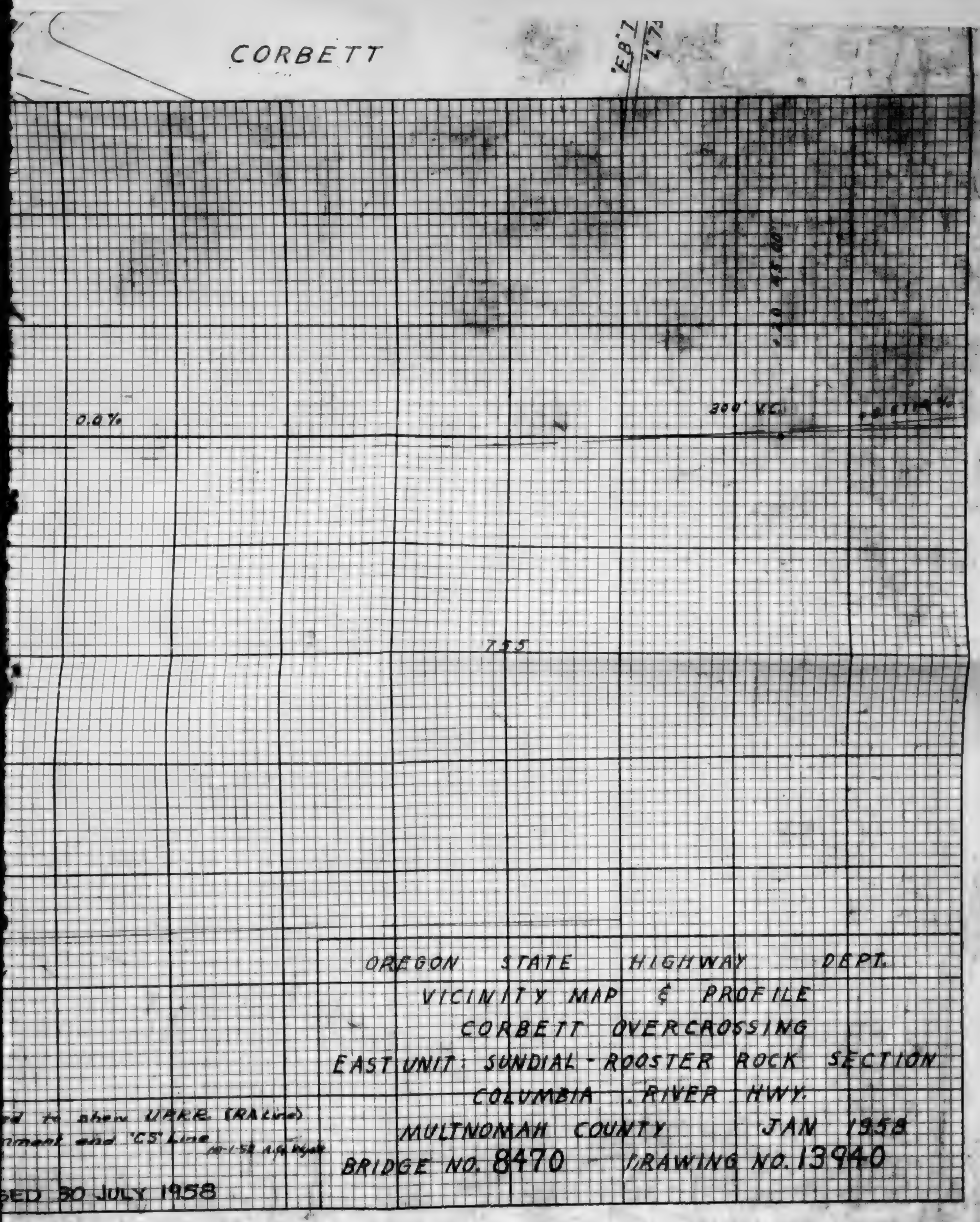
CORBETT OVERCROSSIN

EAST UNIT: SUNDIAL - ROOSTER ROCK

COLUMBIA RIVER HWY

MULTNOMAH COUNTY JA

BRIDGE NO. 8470 DRAWING NO.



OREGON STATE HIGHWAY DEPT.
VICINITY MAP & PROFILE
CORBETT OVERCROSSING
EAST UNIT: SUNDIAL - ROOSTER ROCK SECTION
COLUMBIA RIVER HWY.
MULTNOMAH COUNTY JAN 1958
BRIDGE NO. 8470 - DRAWING NO. 13940

ed to show U.P.R.R. (RA Line)
nment and 'CS' Line 10-1-58 A.G.Hyde

SED 30 JULY 1958

RECEIVED
JUN 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1959

I-SON-2(14)30

To: 5621 Mr. Forrest Cooper

SUBJECT: Use of access to building by U. P. Company, one-half mile east of Corbett Station

A conference was held this afternoon with representatives of all the railroads concerning grade crossings and encroachments. During the meeting Mr. R. M. Brown, District Engineer, Union Pacific Railroad Company, asked what we were going to do about access to a small building used by track walkers about one-half mile east of Corbett Station. He said that they had access here for many years and that it is necessary in their operations that access be continued.

He advised that no negotiations had been entered into with the Railroad Company concerning the matter and that the first they knew about it was that a crew had put up a fence. Mr. Brown said the Railroad Company had taken the fence down and were continuing to use the access.

G S Paxson

G. S. Paxson

GSP:gm

cc Mr. W. C. Williams

U.P.R.R. is to start negotiations re access points

NOTED
G. S. PAXSON

30-8326 Nye Jct.-Grant Co. Line 1960
Rock Prod. Proj. on
#5622 Pendleton-John Day Hwy.

RECEIVED
[illegible] 1962
FOR FILING

5622

October 4, 1962

The Glens Falls Insurance Group
Portland Office
901 South East Oak Street
Portland 14, Oregon

Attention: Mr. R. L. Metcalf
Claims Manager

Gentlemen:

As requested in your letter of October 3, attached are certified copies of minute excerpts of July 7, 1960 and of August 18, 1960, pertaining to the acceptance by the State Highway Commission of State Highway Contracts 5622 and 5607.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encls.

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY

PORTLAND OFFICE
901 SOUTH EAST OAK STREET
TELEPHONE: BELMONT 5-8603
PORTLAND 14, OREGON

PACIFIC DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

October 3, 1962

Oregon State Highway Department
Floyd Query, Secretary
Salem, Oregon

Attn: Mr. Head

Re: 73 S 53823K
73 S 53824K - CARTWRIGHT CONSTRUCTION CO.
3-1-61

Gentlemen:

The Glens Falls Insurance Company bonded Cartwright Construction Company on Oregon State Highway job Contract #5607 by their bond 783394 and Oregon State Highway Job Contract #5622.

We are presently in litigation wherein the principal Cartwright Construction Company and the Glens Falls Insurance Company has been sued by a supplier. The defendants are presently contesting this case. We need Certified Copies of the State Highway Commission's Acceptance of these two above named and numbered jobs to use as evidence in a court of law.

Confirming my conversation with you this date, Mr. Bencich of this company will present himself in your office to pick them up either on October 4th or 5th.

Thank you for your cooperation in this matter.

Very truly yours,

R. L. Metcalf

R. L. METCALF
CLAIMS MANAGER

PORTLAND CLAIMS DEPARTMENT

RLM:bl

Cec, please get photo copies of the minute entries.

76

RECEIVED
OCT 4 1962
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, Floyd Query, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the excerpt from the minutes of the meeting of the Oregon State Highway Commission of July 7, 1960, entered in Volume 45 of the minute book pertaining to the acceptance by the State Highway Commission of State Highway Contract No. 5622 with Cartwright Construction Co., for the Nye Junction-Grant County Line Rock Production Project in Umatilla County, has been compared by me with the original and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 4th day of October, 1962.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
July 7, 1960

The Oregon State Highway Commission met in regular session at 10:00 a.m. in the Conference Room of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
G. E. Rohde, Assistant Chief Counsel
W. T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Gene Huntley, Director of Personnel and Public Relations
Carl Jordan, Director of Travel Information
Floyd Query, Secretary

****

The Engineer reported that contracts numbered **** 5622 **** for highway construction had been completed in accordance with requirements of the contracts or modifications thereof, and that said contracts are now ready for acceptance by the Commission. After due consideration, the Commission accepted the contracts by adopting a resolution, marked Exhibit "C", which resolution by this reference is made a part hereof and filed in the Secretary's Office under "Exhibits to the Minutes of the Highway Commission Meeting of July 7 and 8, 1960."

****

EXHIBIT "C"

Minutes of July 7 and 8, 1960

RESOLUTION

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of State Highway projects have been completed according to the terms and provisions of said contracts and that said jobs are now ready for acceptance:

"Contract #5153 with Hamilton and Thoms, Inc., for construction of the McKenzie River Bridges on the Linn County Line-Judkins Point Section of Pacific Highway in Lane County, completed June 10, 1960.

"Contract #5319 with Hughes & Dodd Co. and Tru-Mix Equipment Co., for grading-paving the North Grants Pass Interchange Section of Pacific Highway in Josephine County, completed May 11, 1960.

"Contract #5336 with M. J. Brassfield Co. & J. M. Purcell Construction Co., for grading-paving the Elkton-Smith Bridge Section of the Elkton-Sutherlin Secondary Highway in Douglas County, completed June 15, 1960.

"Contract #5354 with Richard L. Martin Co., for structure on the North Plains Undercrossing Section of Sunset Highway in Washington County, completed June 24, 1960.

"Contract #5394 with Earl L. McNutt Co., for grading-oiling the Pioneer Creek-Service Creek Section of the John Day Highway in Wheeler County, completed September 11, 1959.

"Contract #5410 with C. M. Corkum Co. Inc., for construction of the Dodson RR Overcrossing and Crown Point Hwy. Overcrossing on the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County, completed June 22, 1960.

"Contract #5448 with Pacific Concrete Co. & Otis P. Jordan, Jr., for 5 grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County, completed June 16, 1960.

"Contract #5481 with General Construction Co., for the Bridal Veil Interchange revision on the Rooster Rock-Multnomah Falls Section of the Columbia River Highway in Multnomah County, completed June 6, 1960.

"Contract #5504 with Clarence Braden Construction Co., for structures-grading-paving the Wasco-Hay Canyon Section of the Wasco-Heppner Secondary Highway in Sherman County, completed June 22, 1960.

"Contract #5515 with Austin Construction Co., for the Umpqua Lighthouse State Park Overnight Camping Area construction on the Oregon Coast Highway in Douglas County, completed June 10, 1960.

EXHIBIT "C" (Cont)

"Contract #5534 with Olson Electric Company for power line relocation on the Stebco-Dodson Section of the Columbia River Highway in Multnomah County, completed June 20, 1960.

"Contract #5571 with L. H. Morris Electric Co., for traffic signals on the Eugene Section of the Pacific Highway and Richardson-Eugene Secondary Highway in Lane County, completed June 10, 1960.

"Contract #5577 with Salem Construction Co., for roadside improvement on the Murray Road Interchange Section of Sunset Highway in Washington County, completed June 10, 1960.

"Contract #5583 with C. C. Meisel for the Mist Rock Production Project on the Nehalem and Mist-Clatskanie Highways in Columbia County, completed June 8, 1960.

"Contract #5591 with N. A. Toole Construction Co., for the Paisley-Valley Falls Rock Production Project on the Fremont Highway in Lake County, completed May 27, 1960.

"Contract #5600 with Electric Corporation, for traffic signal installation at Lombard St. Jct. (Beaverton) on the Beaverton-Hillsdale Highway in Washington County, completed June 6, 1960.

"Contract #5603 with Merlin R. Stam, for the Brush Creek Bridge construction on the Brush Creek Road (FAS 228) in Linn County, completed June 22, 1960.

"Contract #5609 with Frank G. Baulne, Inc., for the Madras Rock Production Project on The Dalles-California - Warm Springs - Madras-Prineville - Culver Highways in Jefferson County, completed June 13, 1960.

"Contract #5622 with Cartwright Construction Co., for the Nye Jct.-Grant County Line Rock Production Project on the Pendleton-John Day Highway in Umatilla County, completed June 6, 1960.

"Contract #5629 with Dolan Construction Co., for the Myrtle Point-Powers Rock Production Project on the Coos Bay-Roseburg and Powers Secdy. Highways in Coos County, completed June 8, 1960.

"Contract #5632 with Warren Northwest, Inc., for paving the Kings Valley-Read Creek Section of the Kings Valley Secondary Highway in Benton County, completed June 25, 1960.

"Contract #5660 with E. H. Itschner Co., for the Mt. Vernon Rock Production Project on the Pendleton-John Day - Beech Creek - John Day Highways in Grant County, completed June 1, 1960.

"Contract #5689 with The United Contracting Co., for grading-paving Skipanon Drive in Warrenton, Clatsop County, completed June 29, 1960.

EXHIBIT "C" (Cont)

"Contract #5693 with K. F. Jacobsen & Co. Inc., for paving the Warren-Scappoose Section of the Columbia River Highway in Columbia County, completed June 20, 1960.

#Contract #5716 with Port of Astoria, for dredging the Astoria Ferry Channel on the Columbia River, Clatsop County, completed June 19, 1960.

THEREFORE BE IT RESOLVED that the work covered by the State Highway Contracts for the construction of said State Highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

BE IT FURTHER RESOLVED that this Contracts Completed Resolution No. 92 shall be entered in the minutes and records of the Commission as of the 7th day of July, 1960.

RECEIVED
NOV 6 1961
FOR FILING

5622

November 3, 1961

Glens Falls Insurance Company
901 S. E. Oak St.
Portland 14, Oregon

Attention: Mr. R. L. Metcalf

Gentlemen:

This is to acknowledge your letter of November 2 regarding State Highway Contracts 5607 and 5622 with Cartwright Construction Company.

We are listing below the dates on which the claims were filed with the Secretary of State:

Contract No. 5607:
1. Standard Oil Company of California - Feb. 6, 1961
2. G-K Machinery Company - Feb. 16, 1961
3. Trojan Powder Company - Feb. 10, 1961.

Contract No. 5622:
1. Oregon-Washington Powder Company's claim against this contract was received in our office on Feb. 27, 1961. According to our records this claim was not filed with the Secretary of State.

Yours very truly,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

RECEIVED
MAR 1 1961
FOR FILING

30-8326

5622

February 28, 1961

Oregon Washington Powder Co.
P. O. Box 127
Clackamas, Oregon

Attention: Mr. S. W. Haberlach

Gentlemen:

This is to acknowledge your letter of February 24 stating that Cartwright Construction Co. owe you $1,902.05 for materials furnished on State Highway Contract No. 5622. Our records indicate this to be in connection with the Cartwright Construction Co. rock production project on the Nye Jct.-Grant Co. Line Section of the Pendleton-John Day Highway in Umatilla County.

This contract was completed June 6, 1960, and accepted by the State Highway Commission July 7, 1960. The Glens Falls Insurance Company, through David C. Baum, Baum Insurance Agency, Box 872, La Grande, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

You are no doubt aware that the State does not make payment of claims but looks to the prime contractor and the surety for such payment.

In this instance, the six months time limit for filing of claims has elapsed since the contract was accepted by the Highway Commission but you still might wish to file the claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the filing procedure.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
dc

Enc.
CWH:fp

R. C. HABERLACH
CLACKAMAS, OREGON

S. W. HABERLACH
RESIDENT TELEPHONE SUNSET 3502
3334 S. E. CRYSTAL SPRINGS BLVD.
PORTLAND 2, OREGON

OREGON WASHINGTON POWDER CO.
DISTRIBUTORS
CHEMICALS ATLAS EXPLOSIVES

TELEPHONE OREGON CITY 5453 & EV. 1-8535
P. O. BOX 127 CLACKAMAS, OREGON

February 24 1961

Oregon State Highway Commission
Salem, Oregon
Attn: Floyd Query-(Secretary)

Dear Sir:

We wish to advise you that we have an outstanding Bill amounting to $1902.05 against Cartwright Construction Co., Durkee, Oregon. Your Contract No. 5622.

The job description is the Nye Junction, Grant County Line Rock Production Project on the Pendleton-John Day Highway about 35 miles south of Pendleton.

Any help or advise in collecting this account would be appreciated.

Very truly yours,

OREGON-WASHINGTON POWDER CO.

By: S. W. Haberlach
S.W. Haberlach

SWH/hh.

Ack.,
please reply
FQ.

RECEIVED
[illegible] 27 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAR 1 1961

FOR FILING

30-8326

5622

February 28, 1961

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco, California

Gentlemen:

A letter, dated February 24, 1961, has been received from Oregon Washington Powder Co., Clackamas, advising that Cartwright Construction Co. owes them $1,902.05 for materials furnished on State Highway Contract No. 5622. This appears to be in connection with our contract with Cartwright Construction Co. for rock production on the Nye Jct.-Grant Co. Line Section of the Pendleton-John Day Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
David C. Baum
Baum Insurance Agency
Box 872
La Grande, Oregon

NOTED ON CARD

Cartwright Construction Company
Durkee
Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
FEB 24 1961
FOR FILING

30-8326

5622

February 24, 1961

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco, California

Gentlemen:

We have received notification, dated February 16, from the Secretary of State that the claim of G-K Machinery Co., Boise, Idaho, in the amount of $6,294.20 against Cartwright Construction Co., has now been filed in his office.

Our records indicate that this is in connection with State Highway Contracts 5622 and 5607 in which Cartwright Construction Co. was the principal contractor on both contracts. The Secretary of State has assigned File No. 3784 to this claim.

A description of the claim was outlined in our letter to you of February 16.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
Dc

FORM E-129-X 50M 1-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 16, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $6,294.20, received from G-K Machinery Company, Boise, Idaho, for parts, supplies and rentals furnished to the Cartwright Construction Company on two State Highway contracts, as follows:

Contract No. 5622 for rock production on the Nye Jct.-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County.

Contract No. 5607 for rock production on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

File # 3784

FILED
FEB 16 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Enc.

RECEIVED
FEB 16 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 17 1961
FOR FILING

30-8326

5622

February 16, 1961

G-K Machinery Company
P. O. Box 2604
Boise, Idaho

Attention: Mr. R. L. Pratt
Manager

Gentlemen:

This is to acknowledge receipt of your claim letter of February 14 in the amount of $6,294.20 for parts, supplies and rentals furnished to the Cartwright Construction Company on State Highway Contracts No. 5622 and No. 5607.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor of your filing.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

RECEIVED
FEB 17 1961

FOR FILING

50-8326

5622

February 16, 1961

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A claim letter, dated February 14, has been received from G-K Machinery Company, Boise, Idaho, advising that Cartwright Construction Co. owes them for parts, supplies and rentals in the amount of $6,294.20.

From the description in their letter this appears to be in connection with the following State Highway contracts with Cartwright Construction Co.:

Contract No. 5622 for rock production on the Nye Jct.-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County.

Contract No. 5607 for rock production on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy for your records.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CC:
David C. Baum
Baum Insurance Agency
Box 872
La Grande, Oregon

Commissioners
W. C. Williams
Forrest Cooper

Cartwright Construction Co.
Durkee, Oregon

NOTED ON CARD
dc

CWH:fp

RECEIVED
FEB 17 1961

FOR FILING

30-8326
5622

Made copy of G-K letter for #5607 file

February 16, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $6,294.20, received from G-K Machinery Company, Boise, Idaho, for parts, supplies and rentals furnished to the Cartwright Construction Company on two State Highway contracts, as follows:

Contract No. 5622 for rock production on the Nye Jct.-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County.

Contract No. 5607 for rock production on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
dc

AFFILIATED WITH *Rocky Moun* MACHINERY CO.

G-K Machinery Company

5200 FEDERAL WAY • P. O. Box 2604 • BOISE, IDAHO
Phone 4-5593

February 14, 1961

Secretary of State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query

Gentlemen:

Notice is hereby given that the under-signed G-K Machinery Company, 5200 Federal Way, P. O. Bos 2604, Boise, Idaho has a claim for parts, supplies, and rentals furnished to the Cartwright Construction Company of Durkee, Oregon in the amount of $6,294.20. This is against the bond taken from the Glens Falls Insurance Company through their agent, David C. Baum Insurance Agency, P. O. Box 872, LaGrande, Oregon.

They were furnished on Contract #5622 for Rock Production on the Nye-Jct., Grant County Line Section of the Pendleton-John Day Highway-Umatilla County and Contract #5607 for Rock Production on the Burns-Buchanan Section of the Central Oregon Highway Harney County.

Yours very truly,

G-K MACHINERY COMPANY

R L Pratt

R. L. Pratt, Manager

RLP/or

RECEIVED
FEB 16 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 3 1961
FOR FILING

20-8326

5622

February 2, 1961

G-K Machinery Company
P. O. Box 2604
Boise, Idaho

Attention: Mr. R. L. Pratt, Manager

Gentlemen:

This is to acknowledge your letter of January 31 informing us that Cartwright Construction Company, Durkee, owes you for supplies and rental on various state highway construction projects. As requested, we are listing below the information on the following projects:

1. Cartwright Construction Company Contract No. 5622 for rock production on the Nye Jct.-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County. Surety - Glens Falls Insurance Company, through the agent, David C. Baum, Baum Insurance Agency, Box 872, La Grande.

2. Cartwright Construction Company Contract No. 5607 for rock production on the Burns-Buchanan Section of the Central Oregon Highway in Harney County. Surety and agent - same as above.

3. Cartwright Construction Company Contract No. 5483 for rock production on the Durkee-Malheur County Line Section of the Old Oregon Trail Highway in Baker County. Surety - United Pacific Insurance Company, through agent, Rea & Ragsdale Agency, 2009 Main Street, Baker.

Our Construction Division informs us that Cartwright Construction Company was a subcontractor to Keystone Construction Co., Inc., principal contractor, on their two projects in Baker County, as follows:

1. Contract No. 5604 for grading the Baker-Pleasant Valley Section of the Old Oregon Trail Highway. - Surety - American Insurance Company, through agent, Cole, Clark & Cunningham, Inc., 222 S. W. 4th Ave., Portland 4.

2. Contract No. 5769 for grading and paving the Pleasant Valley-Hill Creek Section of the Old Oregon Trail Highway. Surety - same as above.

I believe we have recently given you information regarding filing of claims. However, for your ready reference we are attaching excerpts from the Oregon Laws outlining the filing procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

AFFILIATED WITH Rocky Mountain MACHINERY CO.

G-K Machinery Company

5200 FEDERAL WAY • P. O. Box 2604 • BOISE, IDAHO
Phone 4-5593

January 31, 1961

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query

Gentlemen:

The Cartwright Construction Company of Durkee, Oregon owes us a considerable amount of money for supplies and rentals used on state jobs in Oregon.

We appreciate your advising us as to the correct names and contract numbers on the following jobs. Also, the Bonding Company. Jobs in question are the Stock pile at Battle Mountain, Oregon - the Stock pile at Burns, Oregon - and the Stock pile at Durkee, Oregon.

#5622 Battle Mt.
#5607 Burns
#5483 Durkee

We would like the same information on the Baker East interstate job of whom Keystone Construction Company is the prime contractor with Cartwright Construction Company as the sub-contractor.

#5604
#5769 } sub-on both jobs

We would appreciate receiving this information as soon as possible in order that we may file the claim under the bond.

Yours very truly,

G-K MACHINERY COMPANY

R L Pratt

R. L. Pratt, Manager

NOTED FLOYD QUERY

RLP/cr

cc: Cartwright Construction Company

[illegible]

RECEIVED
FEB - 2 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 20 1960

FOR FILING

[illegible]

5622

December 19, 1960

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have received a letter, dated December 14, from A. C. Holmes Co., Pendleton, informing us that Cartwright Construction Company has paid their claim in full on State Highway Contract No. 5622. This appears to be in connection with the Cartwright Construction Company contract for rock production on the Nye Jct.-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
David C. Baum
Baum Insurance Agency
P. O. Box 872
LaGrande, Oregon

NOTED ON CARD
lc

Cartwright Construction Company
Durkee, Oregon

Commission
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
DEC 20 1960
FOR FILING
3c-8326

5622

December 19, 1960

A. C. Holmes Co.
900 S. W. Emigrant Avenue
Pendleton, Oregon

Gentlemen:

Thank you for your letter of December 14 informing us that Cartwright Construction Company has paid your claim in full on State Highway Contract No. 5622. Our records indicate this to be the Cartwright Construction Company contract for rock production on the Nye Jct.-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County.

This information will be noted in our records and we will advise the surety regarding its receipt.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

TELEPHONE CRestview 6-1172

900 S. W. EMIGRANT AVENUE

A. C. Holmes Co.

JOBBER FOR

SHELL SHELL PRODUCTS

GOODYEAR TIRES AND BATTERIES

Pendleton, Oregon

December 14, 1960

State of Oregon
State Highway Department
Salem, Oregon

Dear Sir:

This letter is to inform you the Cartwright Construction Company has paid our claim in full on State Highway Contract #5622. Secretary of State file #3728.

Very truly yours,
A C Holmes
A. C. Holmes Company

ACH/BC

RECEIVED
DEC 16 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV - 4 1960
FOR FILING
31-9376

5622

November 3, 1960

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim in the amount of $4,412.52 which has been filed with the Secretary of State by A. C. Holmes Company, Pendleton, for gasoline, diesel and greases furnished to Cartwright Construction Company.

This appears to be in connection with State Highway Contract No. 5622 for rock production on the Nye Jct.-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County.

We provide this information as your company appears as surety on performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Baum Insurance Agency
P. O. Box 872
La Grande, Oregon
    Attn: David C. Baum

NOTED ON CARD
dc

Cartwright Construction Company
Durkee
Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

H

RECEIVED
NOV - 4 1960
FOR FILING
31-4336
5622

November 3, 1960

A. C. Holmes Company
P. O. Box 439
Pendleton, Oregon

Gentlemen:

This is to acknowledge receipt of your claim in the amount of $4,412.52 against Cartwright Construction Company for furnishing gasoline, diesel and greases in connection with State Highway Contract No. 5622 for rock production on the Nye Jct.-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County.

We have received information this date from the Secretary of State that your claim was filed in his office on November 2, his File No. 3728.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
de

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

November 2, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from A. C. Holmes Company, Box 439, Pendleton, Oregon and filed as of this date, a notice of claim by same for work of crushing 1400 yards of gravel and maintenance rock at Nye Junction Highway 395 in Umatilla County in the sum of $4,412.52 against the bond taken from Cartright Construction Company, principal and Glenn Falls Insurance Company, surety for gasoline, diesel and greases. State Highway Contract No. 5622.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
NOV - 3 1960
OREGON
STATE HIGHWAY COMMISSION

To the State of Oregon Highway Department:

NOTICE IS HEREBY GIVEN That the undersigned

A. C. HOLMES COMPANY, has a claim in the sum
(claimant)
of Four-thousand, four-hundred-twelve and -----52/100 dollars against

CARTRIGHT CONSTRUCTION COMPANY and against the bond
(contractor)
taken from GLENN FALLS INSURANCE COMPANY for the work of
(surety)

OREGON STATE HIGHWAY CONTRACT No 5622 - Crushing 1400 yards of gravel and maintenance rock at Nye Junction Highway 395 in Umatilla County
(description of work for which bond was taken)

Said claim is for gasoline, diesel and greases

(If for work or labor state nature thereof; if for material or supplies furnished state generally what material or supplies were furnished.)

In event the above claim is not settled and paid withour an action in the courts to enforce the same, in addition to above item, undersigned claims the sum of $1470.00 dollars as an Attorneys fee, and the sum of $ 50.00 dollars to defray costs of said action.

A. C. HOLMES COMPANY
By AC Holmes
Address P O BOX 439
PENDLETON OREGON

Subscribed and sworn to before me this 31st day of October, 1960

Dorothy W. Bell
Notary Public in and for the State of Oregon, residing in
Pendleton Oregon

Filed ______ in the office of Secretary of State,

Salem, Oregon

RECEIVED
AUG 30 1960
FOR FILING
30-4326
5622

W C Williams

W. C. WILL

August 17, 1960

Nye Jct.-Grant County Line
Contract No. 5622

FINAL COST ANALYSIS

Rock Production
Contractor: Cartwright Construction Co.
Resident Engineer: John Walker

Pendleton-John Day Highway
Prefix No. 30-8336

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr.Mat'l in S.P.	3,390.55	Cu.Yd.	3.22	3.02	10,247.46	10,917.57
1/2"-1/4" Cr.Mat'l in S.P.	4,796.25	Cu.Yd.	3.22	3.02	14,495.99	15,443.93
1/4"-#10 Cr.Mat'l in S.P.	6,424.31	Cu.Yd.	3.22	3.02	19,416.58	20,686.28
Haul Adj.favor of State	2,088.20	Yd.Mi.	0.10			-208.82
					$44,160.03	$46,838.96

Gross Revenue	$ 46,838.96
Total Cost	44,160.03
Net Profit	$ 2,678.93

Net Profit Equals 5.71% of Gross Revenue

CRUSHING BREAKDOWN - Contract No. 5622

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	14,611.11	Cu. Yd.	2,709.03	0.185
Drill and Shoot	14,611.11	Cu. Yd.	8,305.25	0.568
Feed Crusher	14,611.11	Cu. Yd.	4,099.11	0.280
Crushing	14,611.11	Cu. Yd.	11,217.16	0.767
Haul to Stockpile	14,611.11	Cu. Yd.	17,148.58	1.173
Stockpile crushed materials	14,611.11	Cu. Yd.	680.90	0.047
Total Cost in Stockpile	14,611.11	Cu. Yd.	44,160.03	3.02

The crusher operated 251 hours for an average of 58.21 cubic yards per working hour.

DETAIL OF COST - Contract No. 5622

Labor:		
Labor	$ 11,909.68	
Labor Insurance	434.07	$ 12,343.75
Equipment Rental & Miscellaneous Supplies:		
Equipment Rental, Owned	16,747.23	
Equipment Rental, Hired w/o Operator	1,500.00	
Gas, Oil and Grease	7,319.52	
Bond	338.06	
Drill Steel and Bits	350.00	
Explosives	1,902.05	
Insurance P.L. and P.D.	434.46	
Move in and Set up	2,553.70	
P.U.C.	671.26	31,816.28
TOTAL COST		$ 44,160.03

Remarks - Contract No. 5622

This was a "State Project" consisting of the furnishing of 14,611.11 cubic yards of crushed materials in stockpiles for later use by the State in connection with maintenance operations on the Nye Junction-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County.

This project was bid March 1, 1960, awarded March 10th and completed June 17, 1960.

The contractor's drilling crew, consisting of two men equipped with a wagon drill, 600 cfm compressor and D7 caterpillar dozer, began drilling in the quarry at M.P. 34.6 on the Pendleton-John Day Highway March 17, 1960. Drilling and shooting was completed the following week.

The contractor also began moving in and setting up his crushing equipment. He anticipated being ready to begin crushing the following week; however, snow and rain delayed operations until Wednesday, April 6th.

Crushing operations were rather erratic during the following four weeks. The contractor had trouble producing the required gradation because of delays due to inclement weather, ppor quarry materials, separation of undesirable materials, and clogged crushers.

At the start of the crushing operations, the contractor was using two D7 caterpillar dozers to feed the plant. The hauling was done with 10-cubic yard 6 x 4 dump trucks. On April 25th, a D8 dozer was purchased to replace the two D7's in the feeding process. The D8 dozer proved to be more efficient in keeping the crushing plant supplied with raw materials. A change was also made in the hauling units. The 10-cubic yard dump beds were removed, the trucks converted to tractor units with 5th wheel, and semi-trailer dump beds of 12-1/2-cubic yard capacity attached. This increased hauling capacity per unit.

On May 9th, the contractor shut down the plant to change over the plant arrangement. A new set of double rolls were put in to replace the single rolls and the two cone crushers were eliminated. Crushing was again resumed on Monday, May 23rd. However, he did not run continuously as adverse weather and breakdowns caused several shut downs.

Only a small profit was realized on this project due, mostly, to the adverse conditions enumerated above. Despite the above conditions, this plant has increased its productive capacity per operating hour and on the whole has become a better crushing plant.

M.N. Juve
Chief Cost Analyst

By G.K. Hanson

RECEIVED
JUL 21 1960
FOR FILING

50-8326

5622

July 20, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5622 for the Nye Jct.-Grant County Line Rock Production Project on the Pendleton-John Day Highway in Umatilla County was completed by the contractor, Cartwright Construction Company, on June 6, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $1,405.17 will be released to the contractor on or after July 30, 1960. The total contract amount is $46,838.96, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Baum Insurance Agency
Box 872
La Grande, Oregon

A

RECEIVED
JUN 1960
FOR FILING
30 8226

5722

June 27, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Cartwright Construction Co., on contract #5622 for the Nye Jct.-Grant County Line Rock Production Project on the Pendleton-John Day Highway in Umatilla County.

This payment, in the amount of $8,249.71, will be released to contractor on or after July 7, 1960. The retained percentage is $1,405.17.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
David C. Baum Ins. Agency
Box 872
La Grande, Oregon

A

Form E-1—(Rev.)—

30-8326

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 17, 1960

Section Nye Jct.-Grant Co. Line

Kind of work Rock Production

Highway Pend.-John Day County Umatilla

Section prefix 30-8326

Contractor Cartwright Construction Co.

Contract number 5622

Date of contract March 10, 1960

Specified work days 80

Date work started March 17, 1960

Work days used 34

Project authorization $ 50,715.00

Exclusive of engineering $ 47,108.60

Per cent of time elapsed 42.5 %

Estimated cost of completed project, exclusive of engineering $ 46,838.96

Estimated per cent XXXXXXXX underrun 3.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 3,606.40

Engineering cost to date $ 1,981.35, 54.9 %

Date project was completed June 6, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate for this section was sent to the La Grande Division office on Thursday of this week.

The contractor expects to complete the removal of his equipment from the quarry site and the clean-up work will be done within another day or so.

This will be the final report for this section unless further checking is needed.

NOTED

NOTED

C. E. PAULSEN

CONSTRUCTION DIVISION
RECEIVED
JUN 20 1960
NOTED-- ☐ ☑ ☐ ☑ ☐
CE ACE ACE COE

Signed

Address Resident Engineer-Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			14,000 C.Y.		
Total quantities corrected to date			14,611.11 CY		
Estimated quantities moved or placed to date			14,611.11 CY		
Average daily quantities			429 C.Y.		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			0		
Hours per shift			0		
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Pt. cloudy		
Tuesday	Cloudy-rain		
Wednesday	Pt. cloudy		
Thursday	Pt. cloudy		
Friday	Pt. fair		
Saturday			

A

RECEIVED
JUN 17 1960
FOR FILING

30-5326

5622

June 16, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to Cartwright Construction Co., a portion of the funds heretofore retained by the Commission on contract #5622 for the Nye Jct.-Grant County Line Rock Production Project on the Pendleton-John Day Highway in Umatilla County.

This payment, in the amount of $18,694.84, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,150.02. The present payment will be released on or after June 27, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Baum Insurance Agency
Box 872
La Grande, Oregon

RECEIVED
APR 12 1960
FOR FILING

4

COMMISSIONERS
M. K. McIVER, [illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, [illegible]
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

20-8326

5622

April 12, 1960

Cartwright Construction Co.,
Durkee
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5622, awarded March 10, 1960, for the Nye Jct.-Grant County Line Rock Production Project on the Pendleton-John Day Highway in Umatilla County

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
MAR 11 1960
FOR FILING

30-5226

5622

March 10, 1960

Cartwright Construction Co.,
Durkee
Oregon

Gentlemen:

The State Highway Commission on March 10, 1960, awarded to you State Highway Contract #5622 for the Nye Jct.-Grant County Line Rock Production Project on the Pendleton-John Day Highway in Umatilla County.

This award was based on your bid of $45,080.00 which was the low bid submitted to the Commission on March 1, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

32-3309 Wallowa Lake St. Park 1960
Overnight Camping Ext.
#5623

RECEIVED
OCT 27 1960
FOR FILING
32 3369

5623

October 26, 1960

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5623 for the Wallowa Lake State Park Overnight Camp Extension Project on the Wallowa Lake Highway in Wallowa County was completed by the contractor, Bechtel Brothers, on July 18, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $16,321.17 will be released to the contractor on or after November 5, 1960. The total contract amount is $41,404.12, of which amount $260.54 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

RECEIVED
APR - 1 1960
FOR FILING
32-3339
5623

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 1, 1960

Bechtel Brothers
2107 Depot Street
La Grande
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5623, awarded March 10, 1960, for the Wallowa Lake State Park Overnight Camp Extension Project on the Wallowa Lake Highway in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
MAR 11 1960

FOR FILING
[illegible]

[illegible]

March 10, 1960

Bechtel Bros.,
Box 792
La Grande
Oregon

Gentlemen:

The State Highway Commission on March 10, 1960, awarded to you State Highway Contract #5623 for construction of an extension of the Wallowa Lake State Park Overnight Camping Area in Wallowa County.

This award was based on your bid of $41,772.60 which was the low bid submitted to the Commission on March 1, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
C. H. Armstrong

I-5-5(8)250 Salem By-Pass (Hayesville 1960
Battle Cr.) Illum. Inst.
#5624 on Pacific Hwy.

RECEIVED
NOV 15 1960

FOR FILING
1-5-5 (9) 255

3-24

November 15, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5624 for illumination installation on the Hayesville-Battlecreek Unit of the Salem By-pass Section on Pacific Highway in Marion County was completed by the contractor, Electric Corp., on September 13, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $1,325.12 will be released to the contractor on or after November 25, 1960. The total contract amount is $32,049.87, of which amount $374.87 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Electric Corporation
1375 13th Street SE
Salem, Oregon

RECEIVED
OCT 23 1960
FOR FILING
1-5-6(8)2c

5824

October 24, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Electric Corporation on contract #5824 for illumination installation on the Salem By-pass Section, Hayesville-Battlecreek Unit, on Pacific Highway in Marion County.

This payment, in the amount of $2,074.43, will be released to contractor on or after November 3, 1960. The retained percentage is $950.25.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
1960
FOR FILING
I 5-5 (8) 250
5624

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1960

SUBJECT: Assignment No. 749-PMS

To:
Mr. P. M. Stephenson
Assistant State Highway Engineer
Department

749

With reference to your assignment regarding removal of shrubs on the Illumination and Signing Contract, Salem By-Pass, we have examined the special provisions of the contract and have dug into the general provisions and find no place where shrubs are mentioned in the special provisions or any applicable directions in the general specifications.

We agree that it is deplorable that these shrubs were removed and improperly handled; however, we do not believe that we have sufficient basis to hold the contractor in this matter or to insist that he reimburse the value of the shrubs. I believe they will just have to be replaced by regular State forces. Removal of these shrubs was not due to carelessness on the contractor's part but was a requirement in the design of the project.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. Ivan Merchant
Mr. Mark H. Astrup
Mr. L. L. Jensen

NOTED
P. M. STEPHENSON

RECEIVED
[illegible] ENGINEER

RECEIVED
1960
FOR FILING
I 5-5(8)250
5624

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1960

SUBJECT: Assignment No. 749-PMS

To:
Mr. P. M. Stephenson
Assistant State Highway Engineer
Department

749

With reference to your assignment regarding removal of shrubs on the Illumination and Signing Contract, Salem By-Pass, we have examined the special provisions of the contract and have dug into the general provisions and find no place where shrubs are mentioned in the special provisions or any applicable directions in the general specifications.

We agree that it is deplorable that these shrubs were removed and improperly handled; however, we do not believe that we have sufficient basis to hold the contractor in this matter or to insist that he reimburse the value of the shrubs. I believe they will just have to be replaced by regular State forces. Removal of these shrubs was not due to carelessness on the contractor's part but was a requirement in the design of the project.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. Ivan Merchant
Mr. Mark H. Astrup
Mr. L. L. Jensen

NOTED
P. M. STEPHENSON

RECEIVED
ENGINEER

RECEIVED

FOR FILING

[illegible] 1960

5624

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1960

SUBJECT: Shrub Damage -
Illumination and Signing contract,
Hayesville-Battle Creek Section
Pacific Highway

To: Mr. P. M. Stephenson

Information has been brought to my attention and verification has been made that the contractor on the subject project removed 15 Tamarix juniper and 12 Pernettya mucronata shrubs to accomplish his construction, that the shrubs were improperly dug without balling, and that no effort was made to protect their roots from drying out. I am also informed that the contractor is now off the job for an estimated three weeks and that Maintenance has heeled in a portion of these plants. In addition, the ground was disturbed and sub-soil materials unsuitable for planting were left in the top 18 inches of the plant bed.

It is recommended that appropriate action be taken with the contractor either to replace the damaged shrubs in kind or reimburse the state for the damage incurred. It is estimated that the juniper shrubs would cost $5 each planted, and the Pernettya $2 per shrub planted. In addition, the disturbed juniper bed should be excavated to a minimum 12-inch depth and replaced with a good friable topsoil prior to replanting.

Due to the contractor's negligence the above shrubs are considered a total loss.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

NOTED
P. M. STEPHENSON

RECEIVED
[illegible] ENGINEER

5624 4-19-60 A

RECEIVED
1960
FOR FILING

Monthly Transaction No. 4-74

Project Report No. I-5-5(8)250

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State **Oregon**

County **Marion**

Project No. **I-5-5(8)250**

5624 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. Junction with FA 3, North of Salem to junction with FA 3, south of Salem (Hayesville-Battle Creek Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	**4-28-58**	**----**
Rights-of-Way		
Construction	**2-11-60**	**0.0**
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ **123,753**	$ **113,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

~~Deputy~~ **State Highway Engineer**
(title)

By ______

(title)

By ______

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **April 19, 1960**

USComm-DC 40257

April 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Hayesville-Battle Creek Section, Project No. I-5-5(8)250.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:hb

April 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hayesville-Battle Creek Section, Project No. I-5-5(8)250.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-5-5(8)250

HAYESVILLE-BATTLE CREEK SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1960

Type Code P. E.

Preliminary Engineering	All Required	$ 2,000.00

Type Code Y030
Illumination (Sta. 1850+00 through Equa. 1873+08=50+00 to Sta. 276+00)
(Contract 5624)

Hayesville Interchange Sign and Highway Illumination (Adjust Highway Illumination, Install Sign Illumination)	All Required	$ 2,255.00
Market Street Interchange Highway Illumination	All Required	$ 8,835.00
North Santiam Interchange Highway and Sign Illumination	All Required	$ 19,200.00
Battle Creek Interchange Sign Illumination	All Required	$ 1,385.00
	Subtotal	$ 31,675.00
	10% Engr. & Cont.	3,167.00
	Total	$ 34,842.00

Type Code Y002
Signing (Sta. 1850+00 through Equa. 1873+08=50+00 to Sta. 276+00)
(Contract 5617)

Removal of Existing Traffic Control Devices	All	Required		$ 1,168.05
40'-0" Sign Bridge with 15'-0" Cantilever	1	only	$5,575.00	5,575.00
51'-0" Sign Bridge	1	only	5,575.00	5,575.00
Butterfly Sign Structure with Extension	3	only	2,400.00	7,200.00
Single Post Sign Structure	2	only	1,580.00	3,160.00
Butterfly Sign Structure Revision	2	only	600.00	1,200.00
Butterfly Sign Structure (Less Base)	1	only	1,500.00	1,500.00
Furnish 8" BP 36# Piling	1,004	lin. ft.	4.25	4,267.00
Furnish 10" BP 42# Piling	93	lin. ft.	5.00	465.00

Drive Steel Piles	53 only	$ 55.00	$ 2,915.00
Metal Sign Posts	All Required		3,888.00
Wood Sign Posts	All Required		3,000.00
Type "A" Signs in Place	4,517.8 sq. ft.	7.00	31,624.60
Type "B" Signs in Place	64.05 sq. ft.	7.00	448.35
Type "C" and "D" Signs in Place	997.0 sq. ft.	4.50	4,486.50
Type "E", "F" and "G" Signs in Place	172.7 sq. ft.	5.00	863.50
Type "J" Signs in Place	17.4 sq. ft.	10.00	174.00
Existing Sign Revision	All Required		1,500.00
	Subtotal		$ 79,010.00
	10% Engr. & Cont.		7,901.00
	Total		$ 86,911.00

Length of Project - - - 0.000 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Illumination	34,842.00	32,000.00	2,842.00
Signing	86,911.00	79,200.00	7,711.00
	$123,753.00	$113,000.00	$ 10,753.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds For Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-5(8)250

HAYESVILLE-BATTLE CREEK SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 5, 1959

Type Code P.E.

Preliminary Engineering	All Required	$ 2,000.00

Type Code Y030
Market Street Interchange (Sta. 172+37 to Sta. 185+97)

Illumination	All Required	$11,800.00

North Santiam Interchange (Sta. 279+50 to Sta. 314+75)

Illumination	All Required	$15,000.00
	Subtotal	$26,800.00
	10% Engr. & Cont.	2,680.00
	Total	$29,480.00

Length of Project - - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Illumination	29,480.00	27,200.00	2,280.00
	$31,480.00	$29,000.00	$2,480.00

Summary of Items Retained in Program Status

Work: Signing and delineation
Federal Funds: $138,800.00

Oregon State Highway Department	Federal Aid Project No. I-5-5(8)250

HAYESVILLE-BATTLE CREEK SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 9, 1960

Type Code P.E.

Preliminary Engineering	All Required		$	$ 2,000.00

Type Code Y030
Illumination (Sta. 1850+00 Thru Equa. 1873+08-50+00 to Sta. 276+00)

Hayesville Interchange				
Sign and Highway Illumination (Adjust Highway Illumination, Install Sign Illumination)	All Required		$	$ 4,000.00
Market Street Interchange				
Highway Illumination	All Required			9,500.00
North Santiam Interchange				
Highway and Sign Illumination	All Required			20,000.00
Battle Creek Interchange				
Sign Illumination	All Required			1,300.00
	Subtotal			$ 34,800.00
	10% Engr. & Cont.			3,480.00
	Total			$ 38,280.00

Type Code Y002
Signing (Sta. 1850+00 Thru Equa. 1873+08-50+00 to Sta. 276+00)

Removal of Existing Traffic Control Devices	All	Required		$ 2,000.00
40'-0" Sign Bridge with 15'-0" Cantilever	1	only	10,500.00	10,500.00
51'-0" Sign Bridge	1	only	10,200.00	10,200.00
Butterfly Sign Structure with Extension	3	only	1,600.00	4,800.00
Single Post Sign Structure	2	only	1,400.00	2,800.00
Butterfly Sign Structure Revision	2	only	1,000.00	2,000.00
Butterfly Sign Structure (Less Base)	1	only	1,300.00	1,300.00
Furnish 8" BP 36# Piling	1,004	lin.ft.	7.00	7,028.00
Furnish 10" BP 42# Piling	93	lin.ft.	8.00	744.00
Drive Steel Piles	53	only	85.00	4,505.00
Metal Sign Posts	All	Required		5,120.00
Wood Sign Posts	All	Required		2,520.00
Type "A" Signs in Place	4,517.8	sq.ft.	8.00	36,142.40
Type "B" Signs in Place	64.0	sq.ft.	9.00	576.00
Type "C" and "D" Signs in Place	997.0	sq.ft.	5.50	5,483.50
Type "E", "F" and "G" Signs in Place	172.7	sq.ft.	6.00	1,036.20
Type "J" Signs in Place	17.4	sq.ft.	6.00	104.40
Existing Sign Revision	All	Required		3,000.00

Subtotal	$ 99,859.50
10% Engr. & Cont.	9,985.50
Total	$109,845.00

Length of Project - - - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Illumination	38,280.00	35,200.00	3,080.00
Signing	109,845.00	101,000.00	8,845.00
	$150,125.00	$138,000.00	$12,125.00

RECEIV[illegible]D
MAR 23 1960
FOR FILING
I-5-5(8)250
5624

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

March 23, 1960

Electric Corporation
1375 13th Street SE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5624, awarded March 10, 1960, for illumination installation on the Salem By-pass Section (Hayesville-Battlecreek) on Pacific Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
MAR 11 1960
FOR FILING

I-5-5(8)250

5624

March 10, 1960

Electric Corporation
P. O. Box 266
Salem
Oregon

Gentlemen:

The State Highway Commission on March 10, 1960, awarded to you State Highway Contract #5624 for illumination installation on the Salem By-pass (Hayesville-Battle Creek) Section of Pacific Highway in Marion County.

This award was based on your bid of $31,675.00 which was the lowest acceptable bid submitted to the Commission on March 1, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Tom Edwards
R. L. Porter
R. C. Savage (SIAC)
I. D. Marchant

A

RECEIVED
[illegible] 1960
FOR FILING

When replying, refer to
08-35.1

I-5-5(8)250
5624

408 State Highway Building
Salem, Oregon

March 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5624 for Oregon Project I-5-5(8)250, Hayesville-Battle Creek Section, (Illumination), Pacific Highway, to Electric Corporation of Salem, Oregon, low bidder in the amount of $31,675.00 at the March 1, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig
Porter

NOTED
[illegible]

RECEIVED
B 17 1960
FOR FILING
I 5 5(8)-50

When replying, refer to
08-35.4
5624

I-5-5(8)25

408 State Highway Building
Salem, Oregon

February 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-5(8)250, Haysville-Battlecreek Section of the Pacific Highway, Illumination and signing.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

By: D. M. Emrich
Acting Division Engineer

IDAHO
MONTANA
OREGON
WASHINGTON
RECEIVED
1960
FOR FILING

I-5-5(8)250

5624

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-DA

408 State Highway Building
Salem, Oregon

January 28, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Illumination Plans,
Market Street and North Santiam
Interchanges,
Oregon Project I-5-5(8)250

Dear Sir:

Reference is made to your letter of January 8, 1960, transmitting the above plans for review.

This is to advise you that the plans are approved as submitted.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

Gronooll
Porter
Paxson
Merchant

NOTED
G. S. PAXSON

R

RECEIVED
JAN 11 1960
FOR FILING

I-5-5(8)250

5624

January 8, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

You will recall that some time ago we submitted to your office plans showing proposed illumination on the Market Street and North Santiam Interchanges on the Pacific Highway, I5, Project I-5-5 (8) 250. This project was not formally approved because of some difference of opinion between the State and the Bureau in regard to the use of fluorescent luminaires.

Subsequently, Mr. Champion, of your Bureau of Public Roads' office in San Francisco, visited this office and spent some time conferring with our personnel on illumination design and standards.

There are enclosed plans showing proposed illumination of these two interchanges using the standards developed during Mr. Champion's visit. Illumination of the Market Street Interchange is estimated to cost $9,500, and for the North Santiam Interchange $15,000. Both of these interchanges are on the edges of the urban area and it is believed that illumination is warranted.

Your review of these plans and your approval will be appreciated. It is planned to let this project to contract on March 1, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

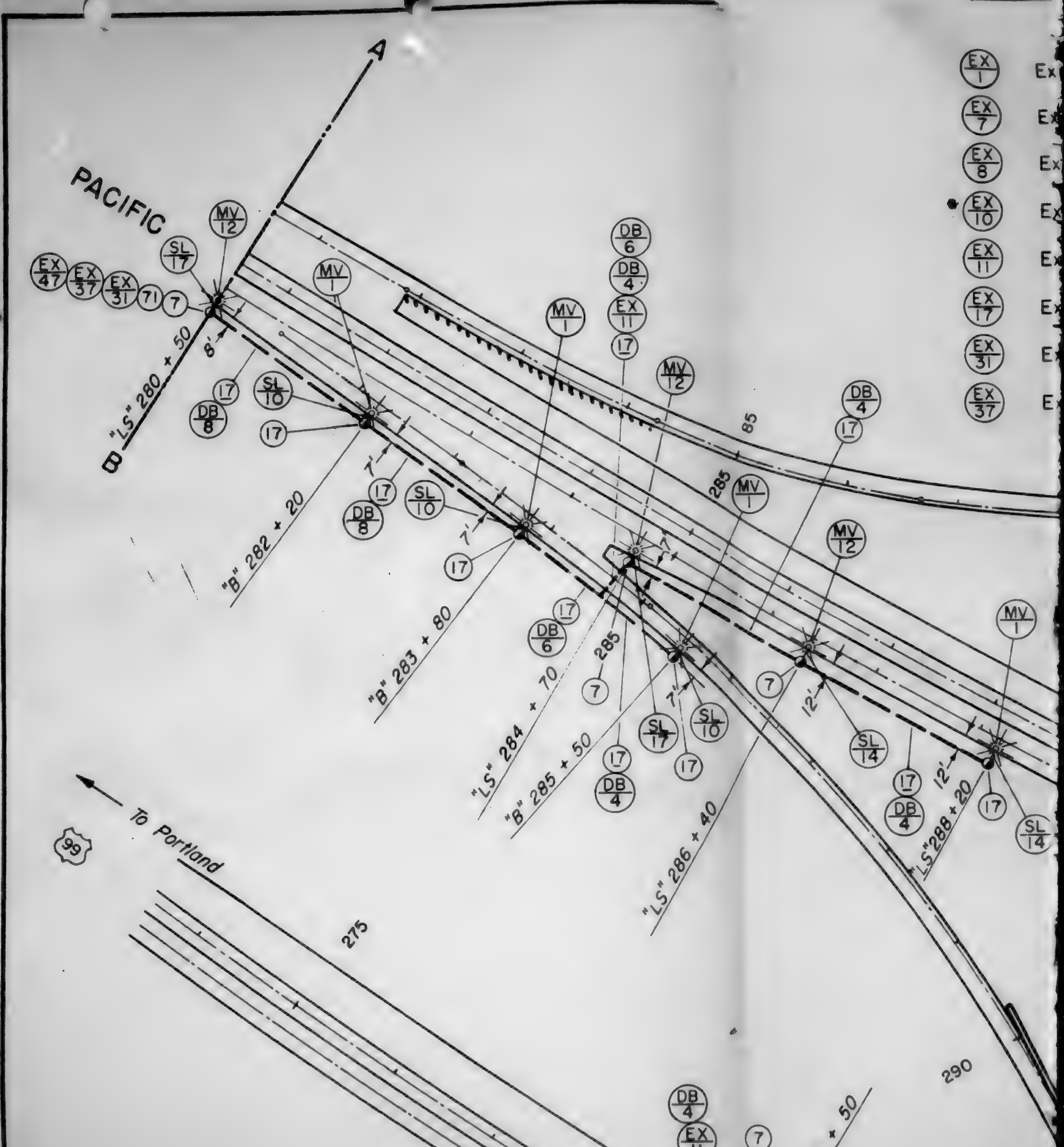
By

Forrest Cooper
Deputy State Highway Engineer

Attachs.

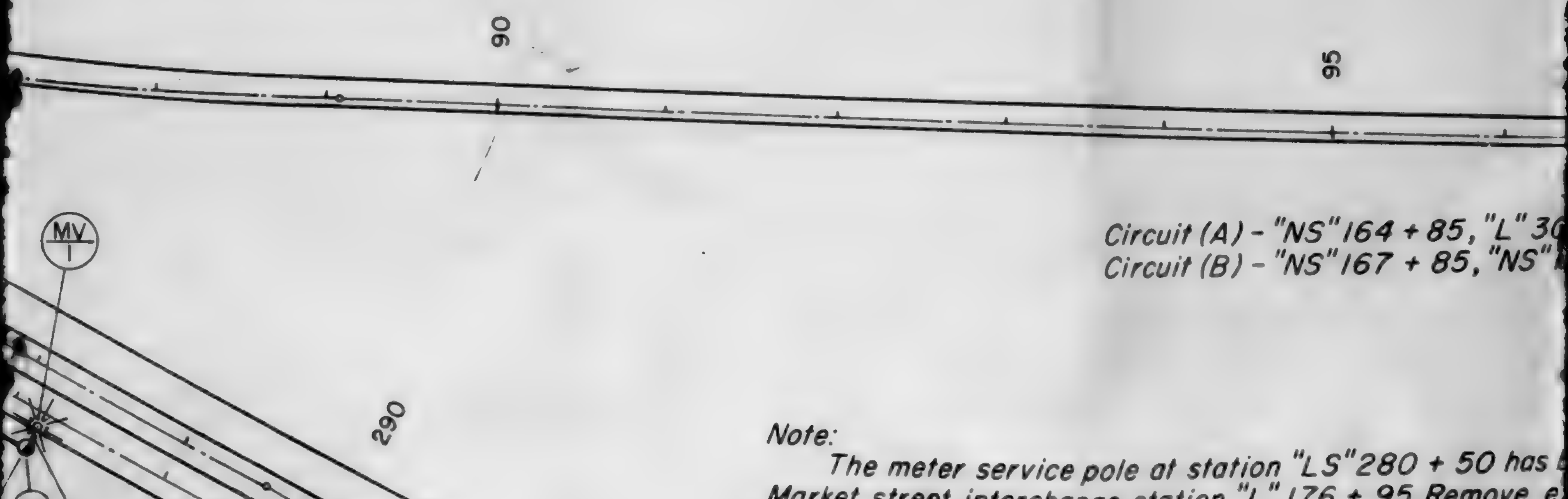
cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. F. B. Crandall

VPJ:pk gm


A
PACIFIC
MV/12
SL/17
EX/47
EX/37
EX/31
71
7
8'
"LS" 280 + 50
B
17
DB/8
SL/10
MV/1
17
7'
17
DB/8
SL/10
7'
"B" 282 + 20
17
MV/1
DB/6
DB/4
EX/11
17
MV/12
85
285
MV/1
DB/4
17
"B" 283 + 80
17
DB/6
7
285
7'
"LS" 284 + 70
"B" 285 + 50
7'
SL/17
SL/10
17
17
DB/4
MV/12
7
12'
SL/14
"LS" 286 + 40
MV/1
17
DB/4
12'
17
SL/14
"LS" 288 + 20
To Portland
99
275
290
DB/4
EX/11
17
7
7'
"L" 279 + 50
EX/17
280
A
DB/8
EX/1 Ex
EX/7 Ex
EX/8 Ex
EX/10 Ex
EX/11 Ex
EX/17 Ex
EX/31 Ex
EX/37 Ex

LEGEND

EX/1	Existing power pole (Power Source)
EX/7	Existing steel street light pole (To remain in place)
EX/8	Existing 8ft. street light bracket (On pole)
EX/10	Existing 10ft. street light bracket (On pole)
EX/11	Existing underground conduit
EX/17	Existing 17ft. street light bracket (On pole)
EX/31	Existing photo-electric relay
EX/37	Existing service cabinet



Circuit (A) - "NS" 164 + 85, "L" 3
Circuit (B) - "NS" 167 + 85, "NS"

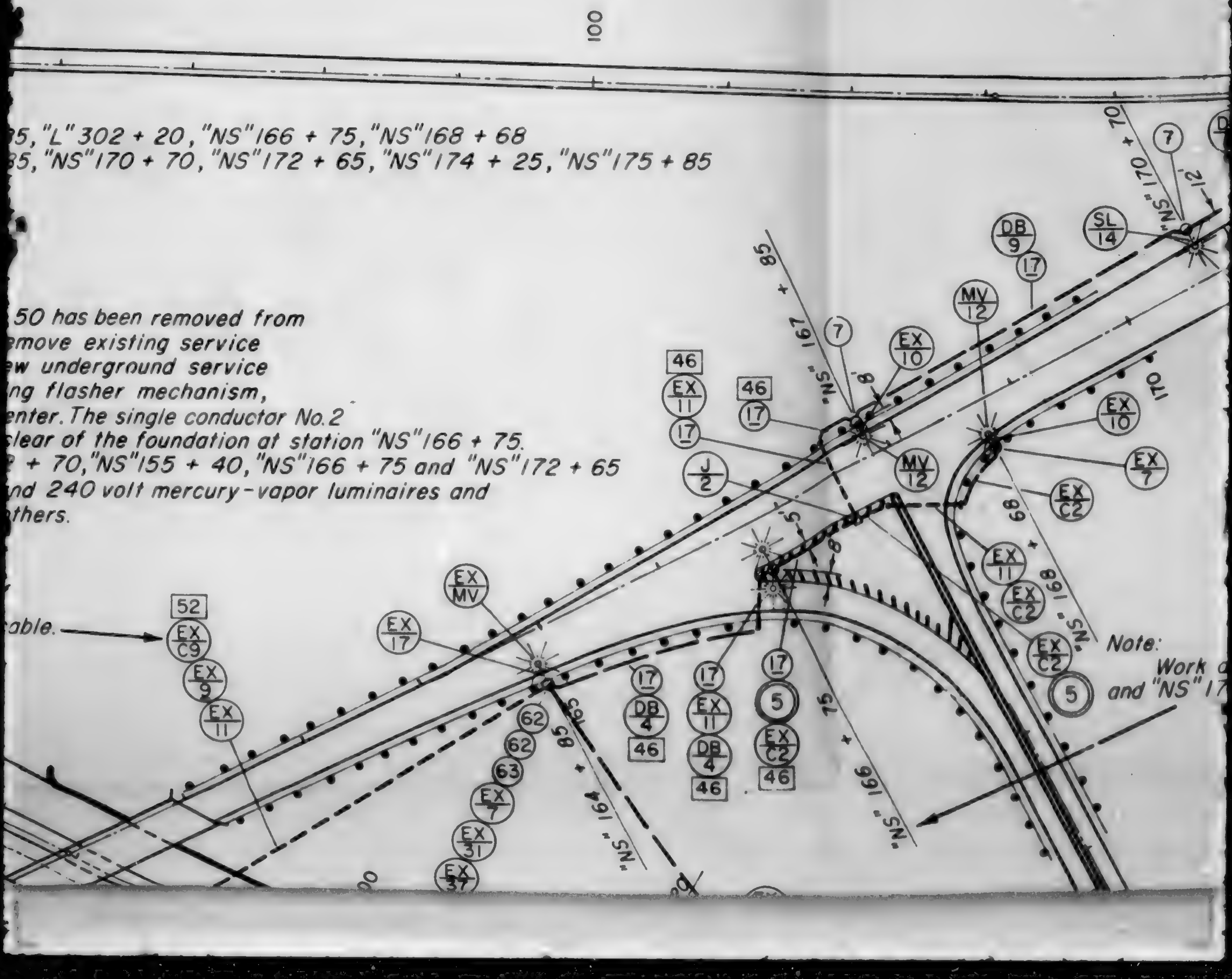
Note:
The meter service pole at station "LS" 280 + 50 has
Market street interchange station "L" 176 + 95. Remove e
entrance conduit to meter socket and install new under
feed from P.G.E. Co. pole No. 8031. Remove existing flas
H-B mercury relay and existing 8 pole load center. Th
direct-burial cables for circuit "B" shall be placed clear of
The single pole direction signs at stations "NS" 152 + 70,
will be wired for 120 volt fluorescent signs and 240
connected to the underground cables by others.

Note:
Remove cable.

NORTH SANTIAM INTERCHANGE

35,"L"302 + 20,"NS"166 + 75,"NS"168 + 68
35,"NS"170 + 70,"NS"172 + 65,"NS"174 + 25,"NS"175 + 85

50 has been removed from
emove existing service
ew underground service
ng flasher mechanism,
enter. The single conductor No.2
clear of the foundation at station "NS"166 + 75.
2 + 70,"NS"155 + 40,"NS"166 + 75 and "NS"172 + 65
nd 240 volt mercury-vapor luminaires and
thers.

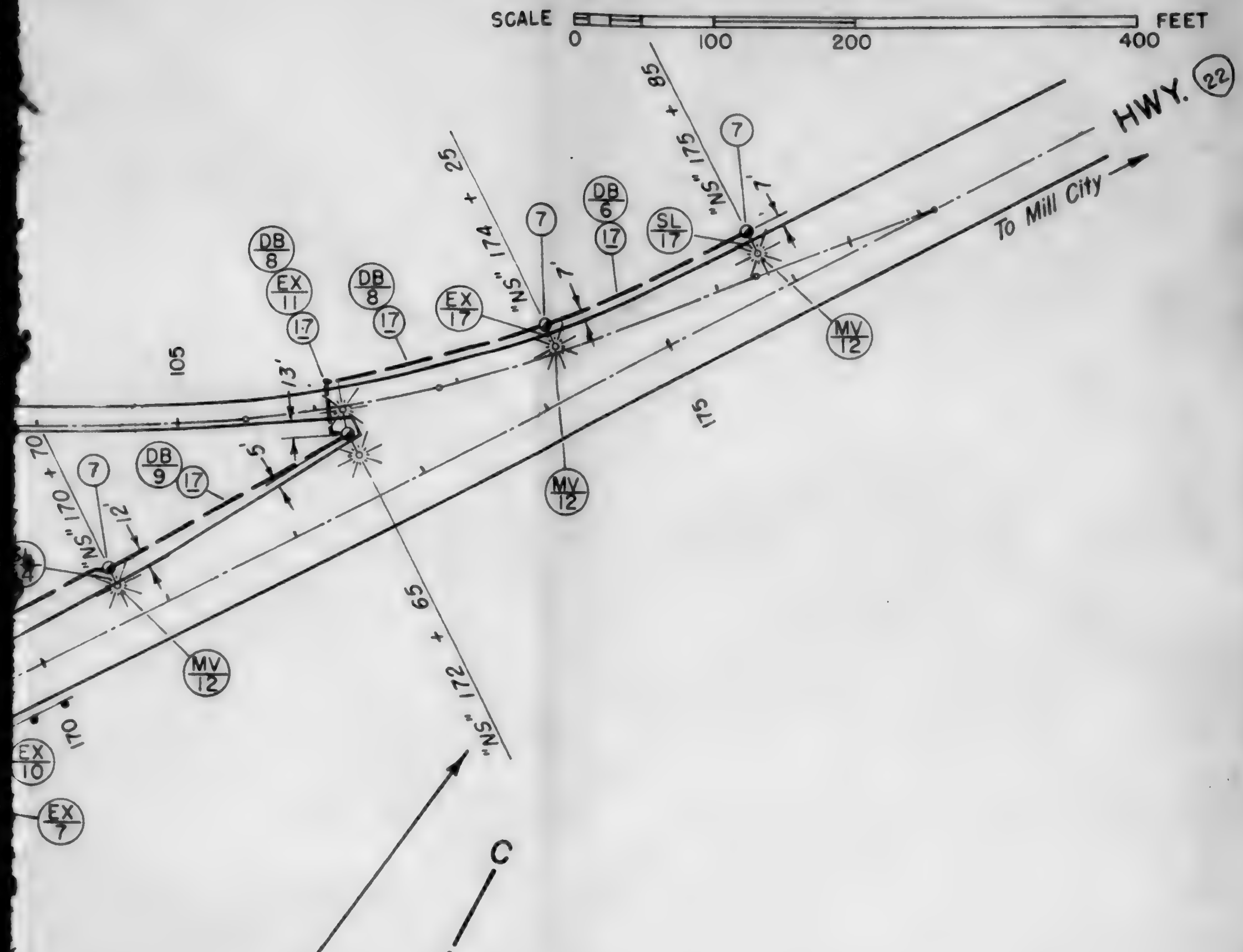

100
cable.
Note:
Work a
and "NS"17
"NS" 164 + 85
"NS" 166 + 75
"NS" 167 + 85
"NS" 168 + 68
"NS" 170 + 70
170
12
8
5
52
EX/C9
EX/9
EX/11
EX/17
EX/MV
62
62
63
EX/7
EX/31
EX/37
17
DB/4
46
17
EX/11
DB/4
46
17
5
EX/C2
46
J/2
17
46
EX/11
46
17
7
EX/10
MV/12
MV/12
DB/9
17
SL/14
7
EX/10
EX/7
EX/C2
EX/11
EX/C2
EX/C2
5

ILLUMINATION INSTALLATION
HAYESVILLE-BATTLE CREEK SECTION
PACIFIC HIGHWAY
MARION COUNTY

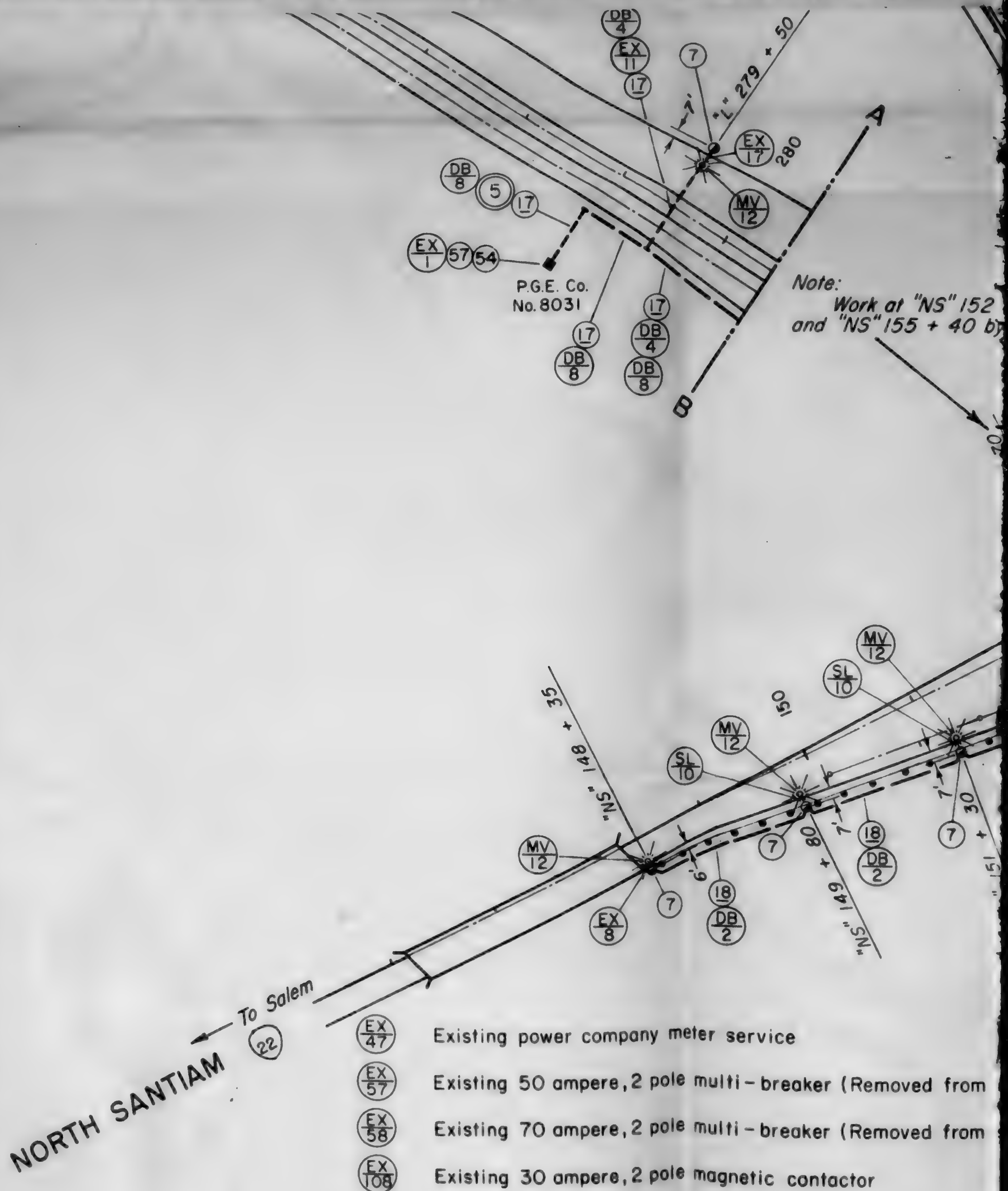
SHEET NO. 7

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-5(8)250	1959	See Index

NANGE

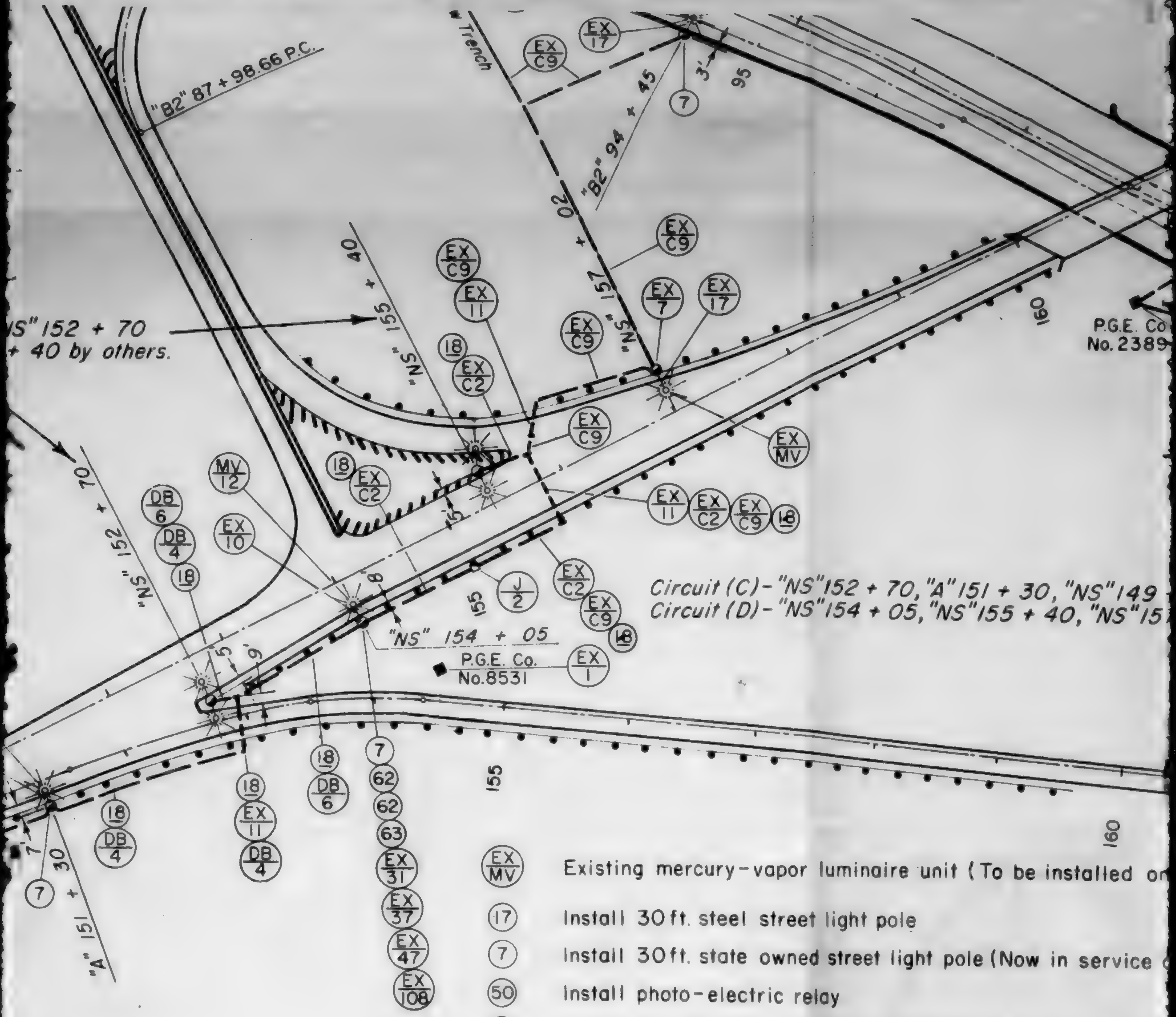

SCALE
0
100
200
400
FEET
HWY. 22
To Mill City
"NS" 175 + 85
"NS" 174 + 25
"NS" 170 + 70
"NS" 172 + 65
7
DB/6
17
SL/17
7'
MV/12
7
7'
EX/17
DB/8
17
DB/8
EX/11
17
13'
5'
105
175
7
DB/9
17
12'
MV/12
MV/12
170
EX/10
EX/7
C

Note:
Work at "NS" 166 + 75
and "NS" 172 + 65 by others.


DB/4
EX/11
17
7
"L" 279 + 50
7'
EX/17
280
A
MV/12
DB/8
5
17
EX/1
57
54
P.G.E. Co.
No. 8031
17
DB/8
17
DB/4
DB/8
B
MV/12
SL/10
150
MV/12
SL/10
"NS" 148 + 35
MV/12
6'
7
EX/8
18
DB/2
"NS" 149 + 80
7'
7
18
DB/2
7'
7
30
"NS" 151 +
To Salem
22
NORTH SANTIAM

Note:
Work at "NS" 152
and "NS" 155 + 40 by

EX/47	Existing power company meter service
EX/57	Existing 50 ampere, 2 pole multi-breaker (Removed from
EX/58	Existing 70 ampere, 2 pole multi-breaker (Removed from
EX/108	Existing 30 ampere, 2 pole magnetic contactor
EX/9	Existing 1 No.6 bare copper wire
EX/C2	Existing 2 No.10 direct-burial cable
EX/C6	Existing 2 No.6 direct-burial cable
EX/C9	Existing 2 No.2 direct-burial cable

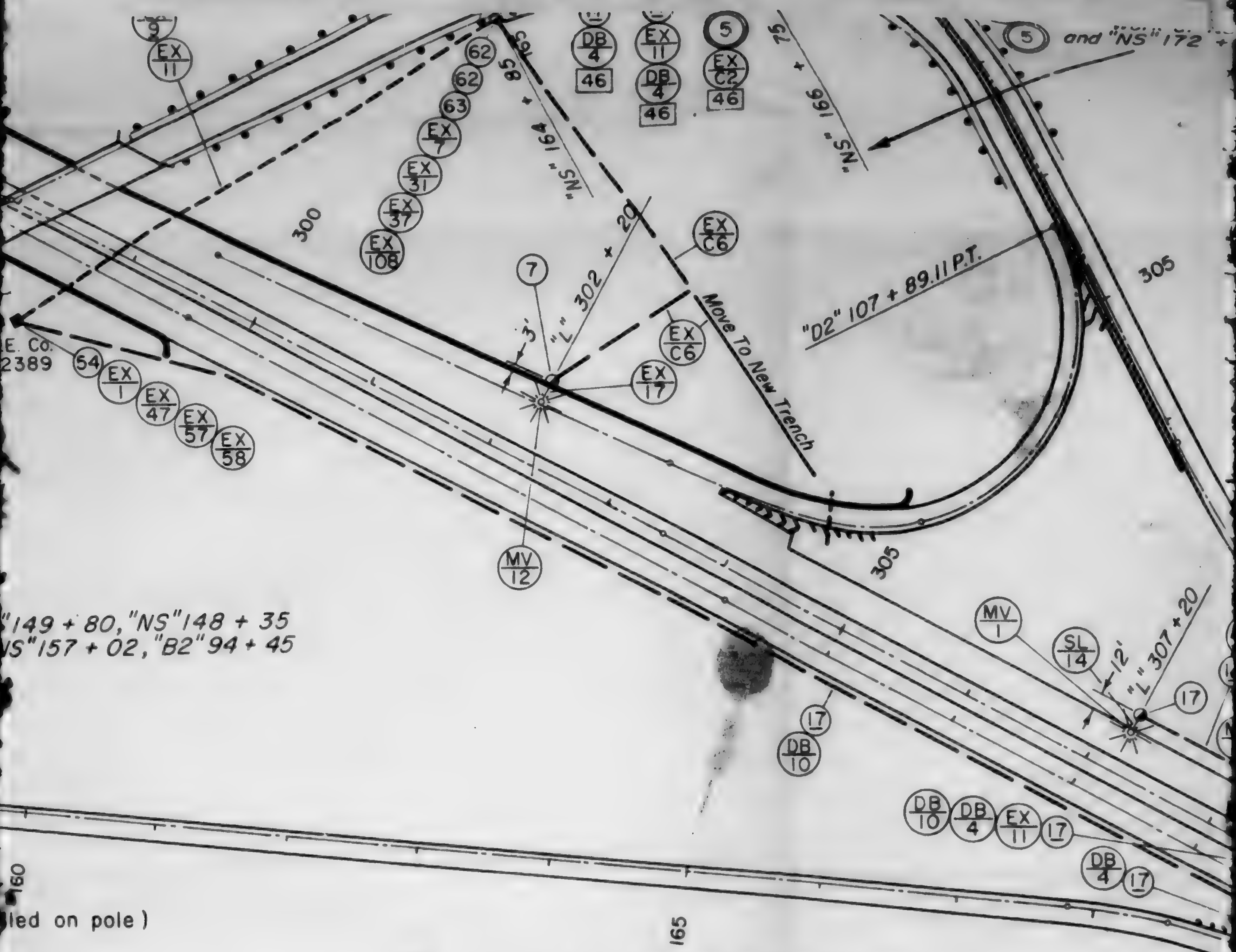

"B2" 87 + 98.66 P.C.
Trench
EX/C9
EX/17
7
3'
95
"B2" 94 + 45
"NS" 157 + 02
EX/C9
EX/7
EX/17
"NS" 155 + 40
EX/C9
EX/11
18
EX/C2
EX/C9
"NS" 152 + 70
+ 40 by others.
160
P.G.E. Co
No. 2389
EX/C9
EX/MV
"NS" 152 + 70
DB/6
DB/4
18
MV/12
EX/10
18
EX/C2
15'
8'
EX/11
EX/C2
EX/C9
18
J/2
155
EX/C2
EX/C9
18
"NS" 154 + 05
P.G.E. Co.
No. 8531
EX/1
5'
9'
18
DB/6
7
62
62
63
EX/31
EX/37
EX/47
EX/108
155
18
EX/11
DB/4
18
DB/4
7
7'
"A" 151 + 30
160

Circuit (C) - "NS" 152 + 70, "A" 151 + 30, "NS" 149
Circuit (D) - "NS" 154 + 05, "NS" 155 + 40, "NS" 15

EX/MV	Existing mercury-vapor luminaire unit (To be installed o
17	Install 30 ft. steel street light pole
7	Install 30 ft. state owned street light pole (Now in service
50	Install photo-electric relay
54	Install 5" x 12" x 15" galv. steel weatherproof cabinet
57	Install 50 ampere, 2 pole multi-breaker
62	Install 30 ampere, 2 pole multi-breaker
63	Install 30 ampere, 2 pole magnetic contactor
71	Install 40 ampere service circuit
5	Install 1 1/4 inch galv. rigid electrical conduit
46	Install 2 No. 2 single conductor direct-burial cable
17	Install 1 No. 8 bare copper wire
18	Install 1 No. 10 bare copper wire
DB/2	Install 2 wire No. 10 direct-burial cable
DB/4	Install 2 wire No. 8 direct-burial cable

ed from station "NS" 155 + 00)

ed from station "NS" 164 + 85)


and "NS" 172 +
"NS" 164 + 85
"NS" 166 + 75
300
305
"L" 302 + 20
3'
Move To New Trench
"D2" 107 + 89.11 P.T.
E. Co.
2389
"149 + 80, "NS" 148 + 35
VS" 157 + 02, "B2" 94 + 45
"L" 307 + 20
12'
160
165
EX 11
DB 4
46
EX C2
5
62
63
EX 7
EX 31
EX 37
EX 108
7
EX C6
EX 17
54
EX 1
EX 47
EX 57
EX 58
MV 12
MV 1
SL 14
17
DB 10

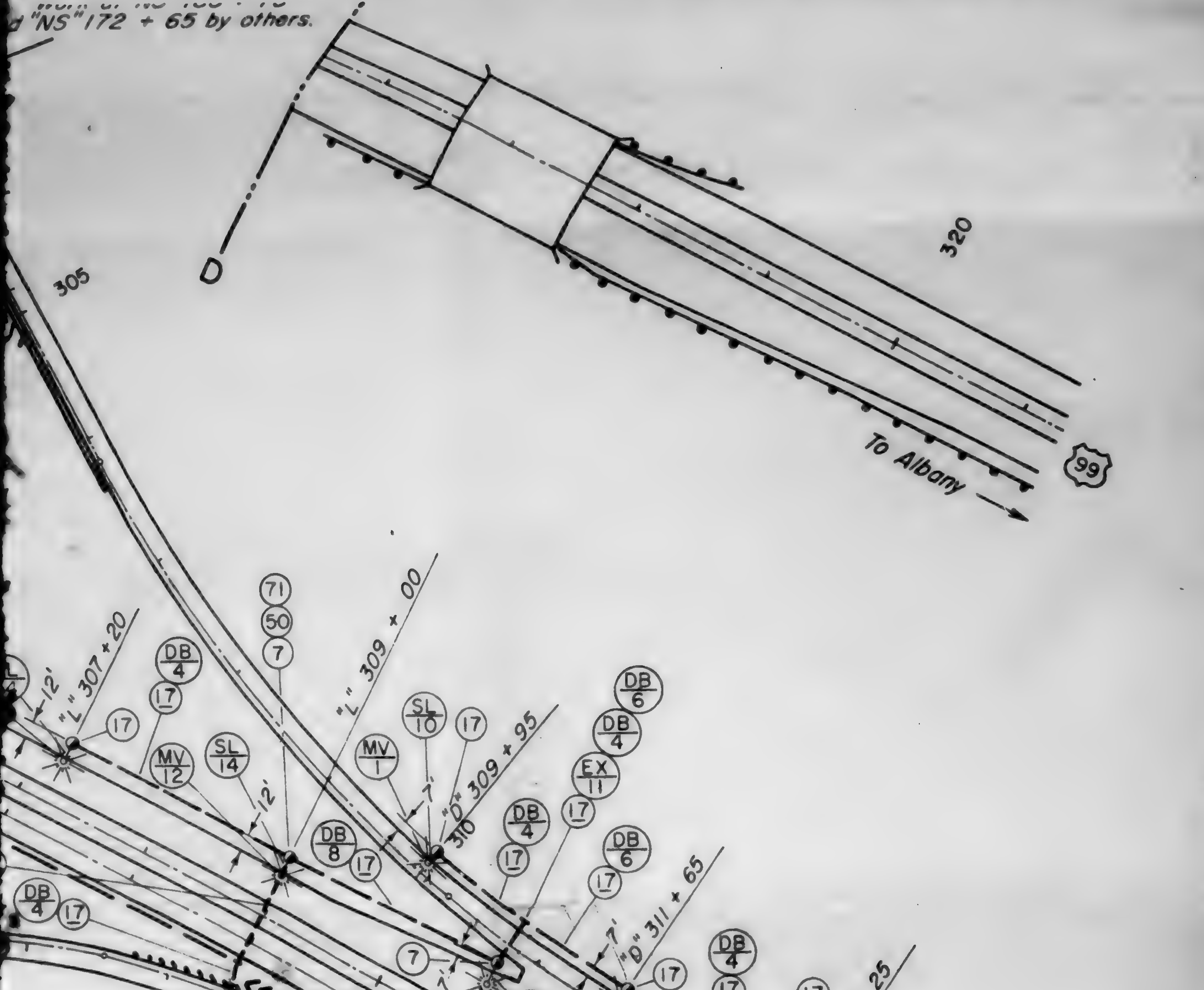
led on pole)

ervice on this project)

t

DB/6	Install 2 wire No.6 direct-burial cable
DB/8	Install 2 wire No.4 direct-burial cable
DB/9	Install 2 wire No.2 direct-burial cable
DB/10	Install 2 wire No.0 direct-burial cable
MV/1	Install mercury-vapor luminaire unit, Type II
J/2	Install 8" x 6" x 4" galv. cast iron junction box with cover and gas
MV/12	Install state owned mercury-vapor luminaire unit, type II
SL/14	Install 14 ft. upsweep street light bracket
SL/17	Install 17 ft. upsweep street light bracket
SL/10	Install 10 ft. upsweep street light bracket
52	Install 2 No. 0 type T/W wire

d "NS" 172 + 65 by others.

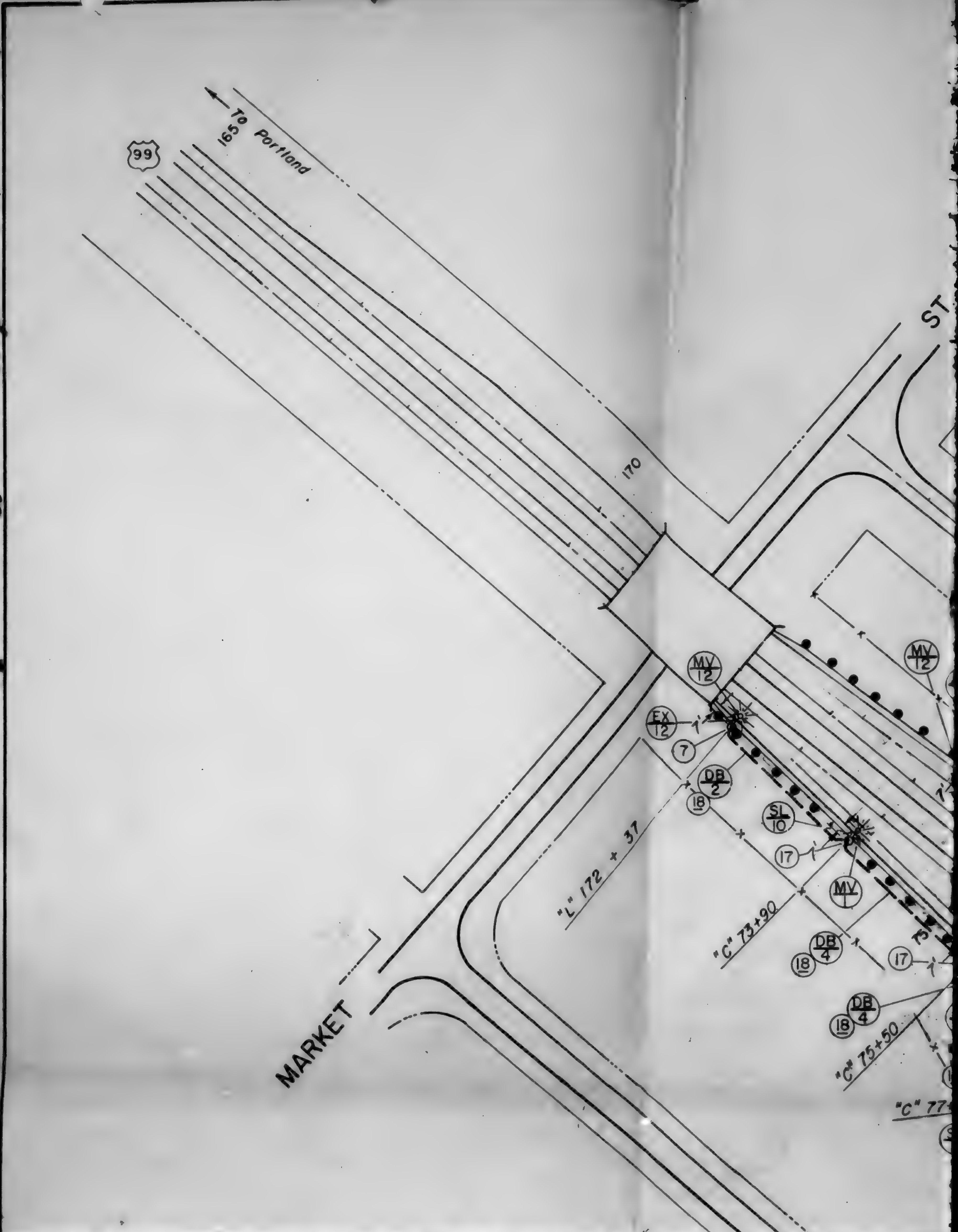

305
320
D
To Albany
99
"L" 307 + 20
12'
"L" 309 + 00
"D" 309 + 95
310
"D" 311 + 65
"D" 313 + 25
"L" 315 + 00
315
"L" 310 + 70
"A" 172 + 90
7'
DB/4
DB/6
DB/8
17
7
50
71
70
MV/1
MV/12
SL/10
SL/14
SL/17
EX/11
EX/17
C
D
HWY.

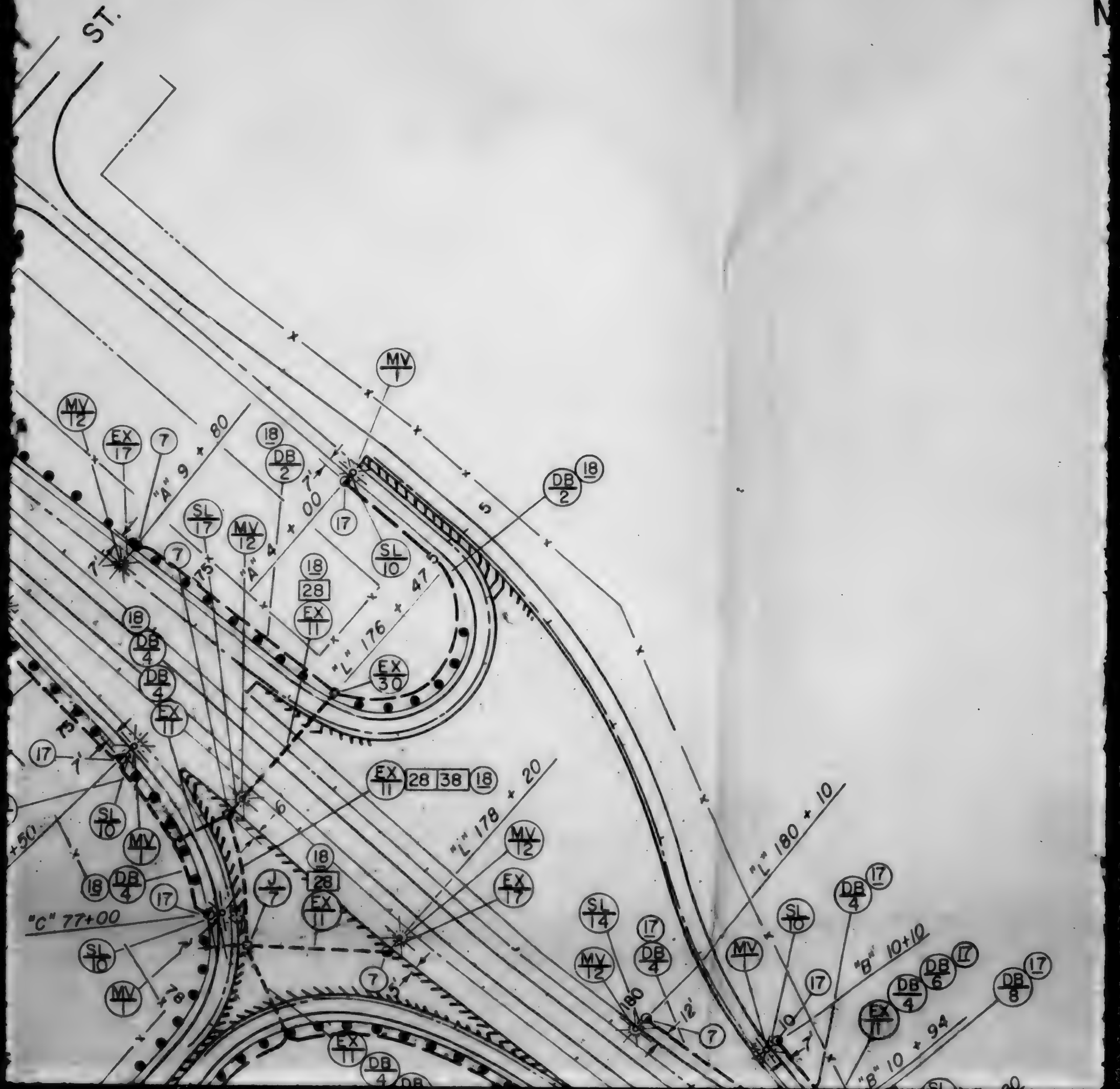
cover and gasket

type II

APPROVED:

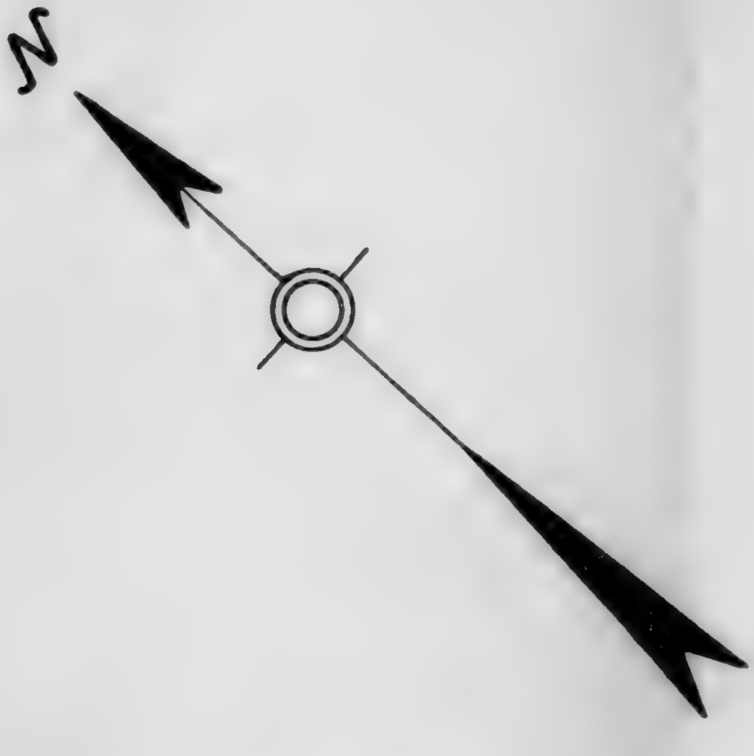
TRAFFIC ENGINEER, Asst.
12-29-59


99
To Portland
1650
170
ST
MARKET
MV/12
EX/12
7
DB/2
18
SL/10
17
MV/1
MV/12
"L" 172 + 37
"C" 73+90
DB/4
18
17
DB/4
18
"C" 75+50
"C" 77



ST.
MV 1
MV 12
EX 17
7
"A" 9 + 80
18
DB 2
7'
"A" 4 + 00
DB 2
18
17
SL 10
SL 17
MV 12
7
5
7'
18
28
EX 11
"L" 176 + 47
18
DB 4
DB 4
EX 30
EX 11
17
EX 11
28
38
18
6
"L" 178 + 20
SL 10
MV 1
+50
18
DB 4
MV 12
18
28
J 7
EX 11
EX 17
"C" 77+00
17
SL 10
MV 1
7
"L" 180 + 10
SL 14
17
DB 4
MV 12
180
12'
7
MV
SL 10
17
10
DB 4
17
"B" 10+10
DB 6
17
EX 11
DB 4
DB 8
17
"B" 10 + 94
EX 11
DB 4
DB
SL
N

MARKET STREET INTERCHANGE



LEGE

EX/1	Existing power pole (Powe
EX/11	Existing underground condu
EX/12	Existing 12 ft. State owned
EX/17	Existing 17 ft. State owned
EX/30	Existing underground cast
⑦	Install 30 ft. State owne
⑰	Install 30 ft. steel street
㊹	Install 5/8" x 8" galv. th
㊿	Install photo-electric r
(70)	Install 30 ampere servic
(71)	Install 40 ampere servic
28	Install 2 No.10 type T/
38	Install 2 No.6 type T/

ILLUMINATION INSTALLATION HAYESVILLE-BATTLE CREEK SECTION PACIFIC HIGHWAY MARION COUNTY				SHEET NO. 6
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-5(8)250	1959	*See Index*

SCALE 0 50 100 200 400 FEET

G E N D

wer pole (Power Source)

derground conduit

t. State owned street light bracket

t. State owned street light bracket

derground cast iron junction box

. State owned steel street light pole

. steel street light pole

x 8" galv. thimbleye bolt

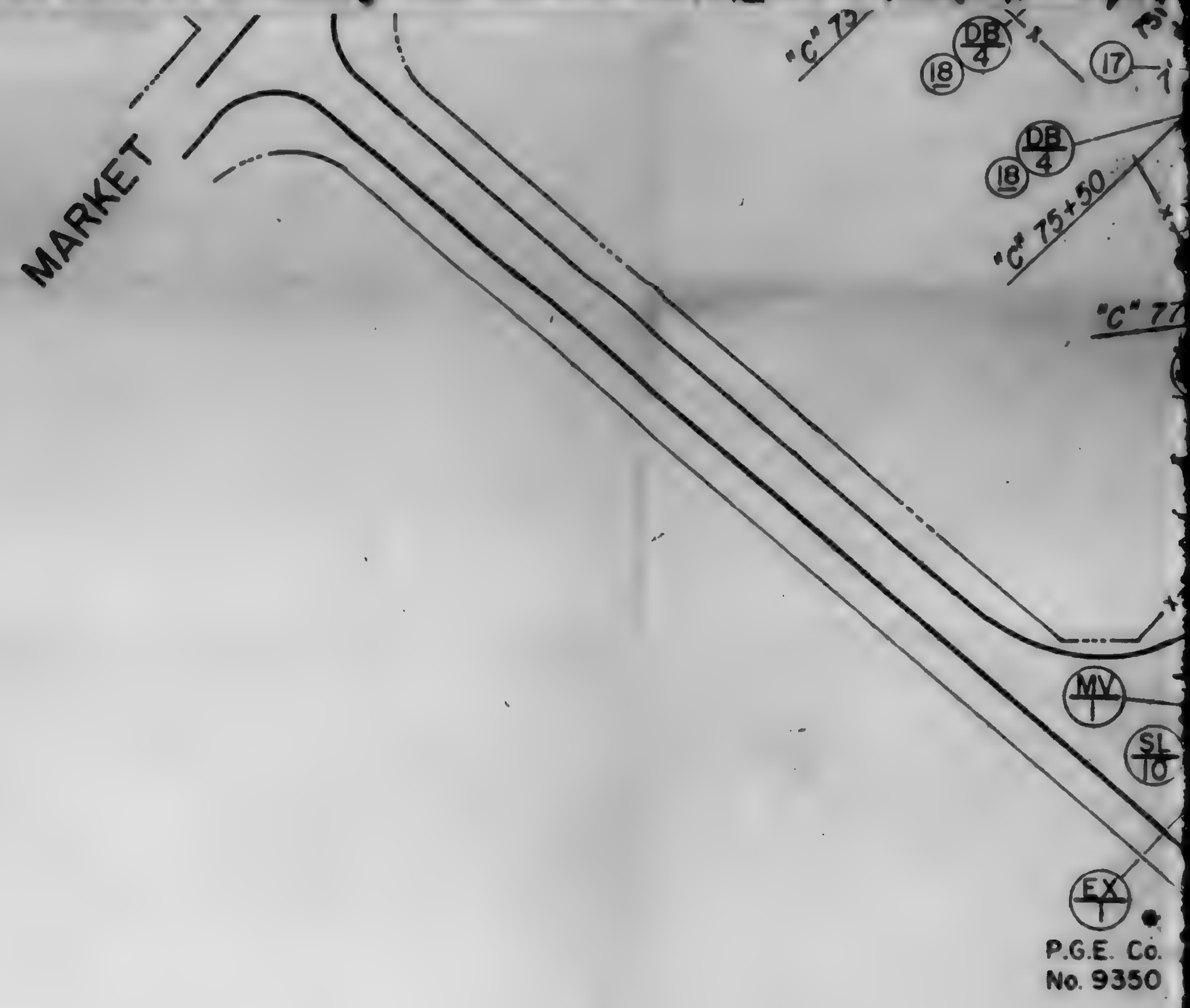
-electric relay

mpere service circuit

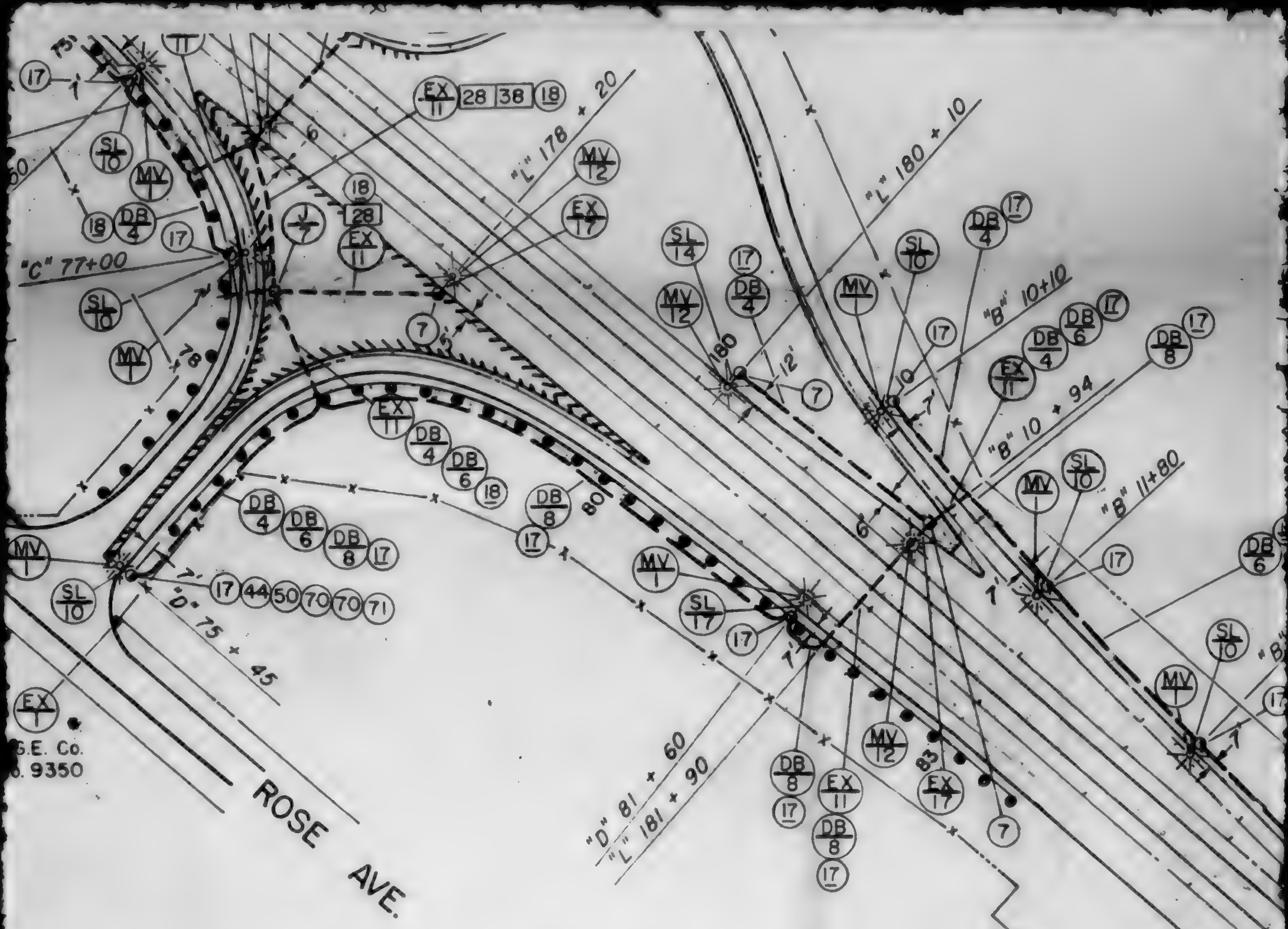
mpere service circuit

.10 type T/W wire

.6 type T/W wire


MARKET
"C" 73
DB
4
18
17
DB
4
18
"C" 75+50
"C" 77
MV
1
SL
10
EX
1
P.G.E. Co.
No. 9350

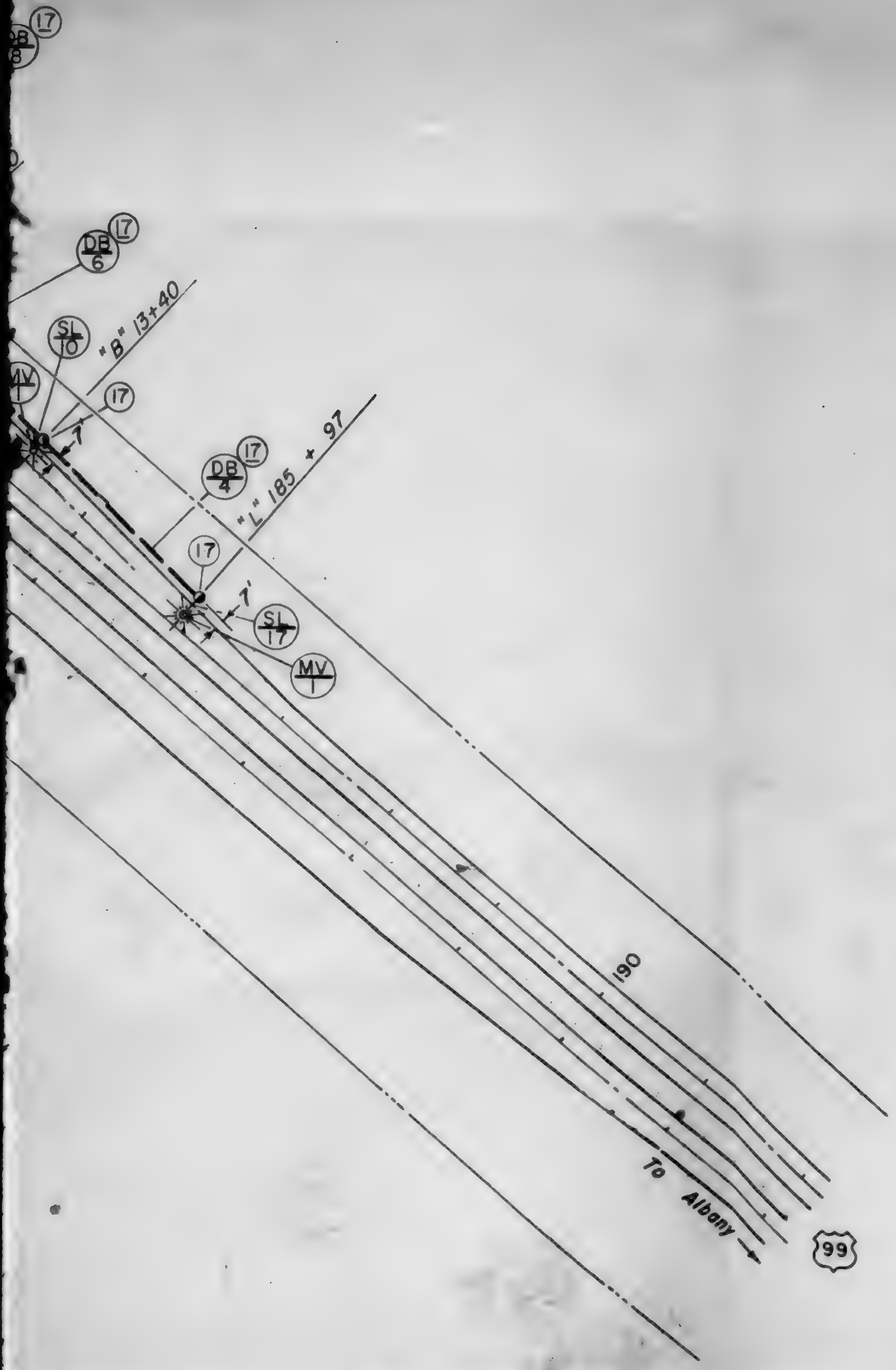
Circuit "A" — "D" 81 + 60, "L" 181 +
Circuit "B" — "L" 176 + 47, "C" 77
Circuit "C" — "D" 75 + 45,


"L" 178 + 20
"L" 180 + 10
"C" 77+00
"B" 10+10
"B" 10 + 94
"B" 11+80
"D" 75 + 45
"D" 81 + 60
"L" 181 + 90
G.E. Co.
.9350
ROSE AVE.
EX 11
28
38
18
MV 12
EX 17
SL 10
MV 1
DB 4
J 7
SL 14
DB 6
DB 8
SL 17
EX 1
17
44
50
70
70
71
7
80
83
180

181 + 90, "B" 10+10 , "L" 180 + 10 , "B" 11 + 80 , "B" 13+40 & "L" 185+97

"C" 77+00 , "C" 75+50 , "C" 73+90 & "L" 172 + 37.

, "L" 178 + 20, "A" 9 + 80 & "A" 4 + 00.


17
DB/8
DB/6
17
SL/10
"B" 13+40
MV/1
17
7'
DB/4
17
"L" 185 + 97
17
7'
SL/17
MV/1
190
To Albany
99

⑦	Install 30 ft. State o
⑰	Install 30 ft. steel s
㊹	Install 5/8" x 8" gal
㊿	Install photo-electr
(70)	Install 30 ampere se
(71)	Install 40 ampere s
28	Install 2 No. 10 type
38	Install 2 No. 6 type
DB/2	Install 2 wire No. 10
DB/4	Install 2 wire No. 8
DB/6	Install 2 wire No. 6
DB/8	Install 2 wire No. 4
J/7	Install 13" x 19" x 12" de
MV/1	Install mercury-vap
MV/12	Install State owned
SL/10	Install 10 ft. upsweep
SL/14	• Install 14 ft. upsweep
SL/17	Install 17 ft. upsweep
⑰	Install 1 No. 8 bare c
⑱	Install 1 No. 10 bare c

State owned steel street light pole
steel street light pole
x 8" galv. thimbleye bolt
-electric relay
mpere service circuit
mpere service circuit
.10 type T/W wire
.6 type T/W wire

re No.10 direct burial cable
ire No.8 direct burial cable
ire No.6 direct burial cable
ire No.4 direct burial cable
19"x 12" deep concrete pull box with bolt down cast iron cover
ury-vapor luminaire unit, Type II
e owned mercury-vapor luminaire unit, Type II
t. upsweep street light bracket
t. upsweep street light bracket
. upsweep street light bracket
.8 bare copper ground wire
.10 bare copper ground wire

APPROVED:

TRAFFIC ENGINEER, Asst.
12-29-59

F-170(15) N. E. 5th Ave. Channelzn. 1960
Proj. in Milton-Freewater
#5625

W C Williams

RECEIVED
MAY 1961
FOR FILING

W. C. WILLIAMS

F-170(15)
5622

FINAL COST ANALYSIS

N.E. 5th Ave. (Milton-Freewater) Channelization
Contract No. 5625

Grading and Paving
Contractor: Russell Olson Construction Co.
Resident Engineer: C.C. McKinney

Oregon-Washington Highway
Prefix No. 30-1078
April 24, 1961

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excav., Unclass.	17.84	Cu.Yd.	6.00	7.56	135.02	107.04
General Excav., Unclass	1,893.50	Cu.Yd.	1.00	1.19	2,251.37	1,893.50
8" Concrete Pipe	63	Lin.Ft.	3.00	1.47	93.20	189.00
18" Corr.Metal Pipe	90	Lin.Ft.	8.00	4.89	440.39	720.00
Concrete Inlets, Type G	1	Only	80.00	135.67	135.67	80.00
Concrete Curbs	10.38	Cu.Yd.	60.00	102.91	1,068.25	622.80
Coarse Cr.Mat'l in Base	830	Cu.Yd.	3.50	3.55	2,954.26	2,905.00
3/4"-0 Cr.Mat'l in Base	259	Cu.Yd.	4.00	4.15	1,075.02	1,036.00
Sprinkling	46.20	M-Gal.	5.00	8.09	373.94	231.00
3/4"-0 Mat'l in Binder Course	15	Cu.Yd.	6.00	8.14	122.23	90.00
MC-2 Asphalt	3	Ton	80.00	67.19	201.57	240.00
Cl.B Asphaltic Concrete	291.17	Ton	15.00	11.80	3,436.97	4,367.55
Asphaltic Conc.Traffic Markers	541.40	Lin.Ft.	1.50	0.25	133.56	812.10
Illumination Install. Complete	1	Lump	3,500.00	2,816.68	2,816.68	3,500.00
RS-2 Emulsion - PA#1	0.23	Ton	60.00	99.73	22.94	13.80
Force Account (State Participation in Flagging)					844.54	348.48
Force Account (Signing)					372.74	391.82
					$16,478.35	$17,548.09

Gross Revenue	$ 17,548.09
Total Cost	16,478.35
Net profit	$ 1,069.74

Net Profit equals 6.09% of Gross Revenue

DETAIL OF COSTS - Contract No. 5625

Labor:				
Labor, Supervision, Health and Welfare			$ 4,062.11	
Labor Insurance			282.23	$ 4,344.34
Equipment Rental and Miscellaneous Expenses:				
Equipment Rental, Owned			490.38	
Equipment Rental, Hired w/o operator			1,624.55	
Gas, Oil and Grease			274.45	
Bond			157.26	
Move In			150.00	
Home Office and General Supplies			1,466.81	4,163.45
Materials:				
18" Corr. Mtl. Pipe & Bands	90 Lin. Ft.	@ $3.44	310.20	
Conc. for Inlet, Type G	1 Each	@ $17.50	17.50	
Concrete for Curbs	10.38 Cu. Yd.	@ $17.50	181.65	
Coarse Crushed Material	830 Cu. Yd.	@ $2.00	1,660.00	
3/4"-0 Cr. Mat'l in Base	259 Cu. Yd.	@ $2.00	518.00	
3/4"-0 Cr. Mat'l in Base	15 Cu. Yd.	@ $3.15	47.25	
MC-2 Asphalt	3 Ton	@ $31.00	93.00	
Freight on MC-2 Asphalt	3 Ton	@ $21.33	64.00	
Cl. B Asphaltic Concrete	298.955 Ton	@ $7.00	2,091.28	
Electrical Mat'l in Place			2,650.00	
Signs on Force Account			287.28	
8" Concrete Pipe	63 Lin. Ft.	@ $0.80	50.40	7,970.56
			TOTAL COST	$ 16,478.35

Remarks - Contract No. 5625

This was a "Federal Aid Primary Project" consisting of the widening of 0.21 mile of highway roadbed, involving 1893.5 cubic yards of roadbed excavation; 1089 cubic yards of crushed stone base materials; 10.80 cubic yards of concrete curbs; 291.17 tons of asphaltic concrete; and the installation of illumination facilities on the N.E. 5th Avenue (Milton-Freewater) Channelization Section of the Oregon-Washington Highway in Umatilla County.

This project was bid March 1st, awarded March 10, 1960 and completed July 27, 1960.

The production of crushed materials for this project was started by The Ready-Mix Sand and Gravel Company of Milton-Freewater on May 16, 1960. These materials were stockpiled at the plant site for later use by Russell Olson Construction Company.

Excavation by the contractor was started on Tuesday, June 14, 1960. A 955 caterpillar traxcavator was used to do the excavating and 10-cubic yard dump trucks were used to transfer the excavated materials. The grading was completed during the following week.

The curbs, inlets and culverts were all completed during the same period as stated above. The electrical conduits and buried cables were installed during the week of June 24th.

No more work was done on the project until July 13th. The contractor began placing the base material on this date. The base, level course, and the binder were completed the following day. The asphaltic concrete pavement was started July 19th and completed during this same week. The balance of illumination system was completed July 26th. The entire project was completed the following day.

The contractor made only a fair profit due to having purchased most of the materials and renting the major part of equipment used.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
OCT 10 1960
FOR FILING
7170 (15)
5625

October 6, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5625 for grading-paving the Milton-Freewater NE 5th Avenue Channelization Project on the Oregon-Washington Highway in Umatilla County was completed by the contractor, Russell Olson Construction Co. Inc., on July 27, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $504.23 will be released to the contractor on or after October 17, 1960. The total contract amount is $17,548.09, of which amount $740.30 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Glens Falls Insurance Co.,
Penland-Williamson Ins. Agency
Pendleton, Oregon

RECEIVED
AUG 25 1960
FOR FILING

f 170 (15)

5625

August 25, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Const. Co. Inc., on contract #5625 for grading-paving the Milton-Freewater NE 5th Avenue Channelization Project on the Oregon-Washington Highway in Umatilla County.

This payment, in the amount of $10,528.49, will be released to contractor on or after September 6, 1960. The retained percentage is $504.23.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Glens Falls Insurance Co.,
Penland-Williamson Ins. Agency
Pendleton, Oregon

Form E-1—(Rev.)—

F-170 (15)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending	Aug 5, 1960
Section	N. E. 5th Ave. (Milton-Freewater) Channelization	Kind of work	Grading & Paving
Highway	Oregon-Washington County Umatilla	Section prefix	30-1078 F-170 (15)
Contractor	Russell Olson Construction Co.	Contract number	5625
Date of contract	March 10, 1960	Specified work days	70 - beginning March 21, 1960
Date work started	June 14, 1960	Work days used	51
Project authorization	$ 24,207.75	Per cent of time elapsed	72.8 %
Exclusive of engineering	$ 22,486.31		

Estimated cost of completed project, exclusive of engineering . . . $ 17697.11

Estimated per cent overrun or underrun . . . 19.9 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . $ 1721.44

Engineering cost to date $ 1721.44, 100 %

Date project was completed 7/27, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	-	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-Final Estimate was compiled this week and forwarded on Aug. 5, 1960.

Mr. Parson and Mr. Brikmore viewed the project on Wednesday, 8/3.

The Traffic Department has an appointment for Monday, 8/8 to inspect the Illumination installation.

CONSTRUCTION DIVISION
RECEIVED
AUG 8 1960
NOTED-- ☐ ☐ ☐ ☐
CE AE WE

NOTED

NOTED

Note:
M. N. Juve

NOTED
C. E. PAULSEN

Signed C. C. Mc[illegible]

Address P. O. Box 635, Milton-Freewater, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.21	0.21			0.21
Miles partially completed	0.21	0.21			0.21
Miles completed	0.21	0.21			0.21
Total estimated quantities (contract)	2,000 CY	1460 CY			470 T
Total quantities corrected to date	1893	1200			291 T
Estimated quantities moved or placed to date	1893	1089			291 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	Fair		
Friday	Warm		
Saturday			

A

RECEIVED
AUG 3 - 1960
FOR FILING

F-170(15)
5625

August 3, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 27, 1960, on Contract No. 5625, N. E. 5th Ave. (Milton-Freewater) Channelization Section, in Umatilla County, in connection with Federal Aid Project No. F-170(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
JUN 23 1960
FOR FILING

F-170(15)

5625

June 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 14, 1960, on Contract No. 5625, N.E. 5th Ave. (Milton-Freewater) Channelization Section, in Umatilla County, in connection with Federal Aid Project No. F-170(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

James A. Hardie
Assistant Office Engineer

DBP:bb

RECEIVED
JUN - 8 1960
FOR FILING

F 170(15)

5625

June 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of order for State Force Work No. 1, Account No. 276 covering signing on the N.E. 5th Avenue Channelization (Milton-Freewater) Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5625, in connection with Federal Aid Project No. F-170(15).

This order is to cover permanent signs for channelization at the end of the contract. The work is necessary for the direction and guidance of traffic.

The contractor is not equipped to do the work, while the State has the necessary special equipment operated by experienced crews. The amount is too small to be done by separate contract. The work has been verbally approved by the BPR Area Engineer.

Your approval of the order under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $200.00 with Federal participation of $120.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
JUN - 7 1960
FOR FILING

F-170(15)

5625

June 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the N.E. 5th Ave. Channelization (Milton-Freewater) Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5625, in connection with Federal Aid Project No. F-150(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
JUN 7 1960
FOR FILING
F-170(15)
5625

June 5, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering construction signing on the N. E. 5th Ave. Channelization (Milton-Freewater) Section of the Oregon-Washington Highway in Umatilla County, Contract No. 5625, in connection with Federal Aid Project No. F-170(15).

This work is necessary for the direction and guidance of traffic during construction. In lieu of the contractor furnishing all of the signs, it is probable that all or part of the signs will be furnished by the State.

Equipment rental rates and percentages allowed the contractor will be in accordance with agreements between the State and A.G.C., and the special provisions of this contract.

This order has been verbally approved as to labor by the BPR Area and District Engineers. A sketch showing the proposed signing is attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBP:sw

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1960
FOR FILING
170(15)
5625

A

June 2, 1960

Captain Farley Mogan
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Captain Mogan:

Effective 9:00 A.M. Wednesday, June 1, 1960, a 25 MPH construction speed zone was established on the Oregon-Washington Highway, north of Milton-Freewater. This covers a short section in the vicinity of NE Fifth Avenue between M.P. 31.08 and M.P. 31.29.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RDC:jj
bc: G. S. Paxson

G. S. PAXSON
NOTED

RECEIVED
1960
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 5625 4-19-60

Monthly Transmittal No. RECEIVED 4-25 APR 27 1960	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project Report No. FOR FILING F-170(15)	FEDERAL-AID PROJECT AGREEMENT 4 19 60	County Umatilla Project No. F-170(15)

5625 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
SR 11, N.E. 5th St. (Milton-Freewater) Sec.
(N.E. 5th St. Intersection in Milton-Freewater)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	2-11-60	0.2
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ 19,819	$ 12,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: **R. C. Wright**
Administrative Manager

Date executed by Division Engineer **April 19, 1960**

USComm-DC 40257

April 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the N. E. 5th Avenue (Milton-Freewater) Channelization Section, Project No. F-170(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

April 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Northeast 5th Avenue (Milton-Freewater) Channelization Section, Project No. F-170(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

HWC:ln

Oregon State Highway Department

Federal Aid
Project No. F-170(15)

NORTHEAST 5TH AVENUE (MILTON-FREEWATER)
CHANNELIZATION SECTION OF THE OREGON-
WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 7, 1960

Type Code 6301
Roadway (Sta. 92+40 to Sta. 103+50)(Contract No. 5625)

Drainage Excavation, Unclassified	26	cu.yd.	$6.00	$	156.00
General Excavation, Unclassified	2,000	cu.yd.	1.00		2,000.00
8 Inch Concrete Pipe	66	lin.ft.	3.00		198.00
18 Inch Corrugated Metal Pipe	94	lin.ft.	8.00		752.00
Concrete Inlets, Type "G"	1	only	80.00		80.00
Concrete Curbs	11	cu.yd.	60.00		660.00
Course Crushed Material in Base	1,140	cu.yd.	3.50		3,990.00
3/4" - 0 Material in Base	320	cu.yd.	4.00		1,280.00
Sprinkling	36	M-gal.	5.00		180.00
3/4" - 0 Material in Binder Course	22	cu.yd.	6.00		132.00
MC-2 Asphalt	3	ton	80.00		240.00
Class "B" Asphaltic Concrete	470	ton	15.00		7,050.00
Asphaltic Concrete Traffic Markers	500	lin.ft.	1.50		750.00
				$	17,468.00
Flagging (57½% pf Contractor's Cost)	All	Required			350.00
Signing (Perm.)	All	Required			200.00
	Subtotal			$	18,018.00
	10% Engr. & Cont.				1,801.00
	Total			$	19,819.00

Length of Roadway 0.210 Mile
Cost of Roadway per Mile $94,376.19

Federal Funds -	$	12,000.00
State Funds -		7,819.00
	$	19,819.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-170(15)

N. E. 5TH AVENUE (MILTON-FREEWATER) CHANNELIZATION SECTION OF THE OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 3, 1960

Type Code 6201
Roadway (Sta. 92+40 to Sta. 103+50)

Drainage Excavation, Unclassified	26	cu. yds.	$3.00	$ 78.00
General Excavation, Unclassified	2,000	cu. yds.	1.50	3,000.00
8 ~~12~~-inch Concrete Pipe	66	lin. ft.	2.00	132.00
18-inch Corrugated Metal Pipe	94	lin. ft.	5.00	470.00
Concrete Inlets, Type "G"	1	only	100.00	100.00
Concrete Curbs	11	cu. yds.	50.00	550.00
Coarse Crushed Material in Base	1,140	cu. yds.	3.50	3,990.00
3/4" - 0 Material in Base	320	cu. yds.	3.75	1,200.00
Sprinkling	36	M-gal.	3.00	108.00
3/4" - 0 Material in Binder Course	22	cu. yds.	6.00	132.00
MC-2 Asphalt	3	tons	75.00	225.00
Class "B" Asphaltic Concrete	470	tons	12.00	5,640.00
Asphaltic Concrete Traffic Markers	500	lin. ft.	1.00	500.00
				$ 16,125.00
Flagging (57½% of Contractor's Cost)	All Required			350.00
Signing (Permanent)	All Required			200.00
	Subtotal			$ 16,675.00
	10% Engr. & Cont.			1,667.00
		Total		$ 18,342.00

Length of Roadway - - - - - 0.210 Mile
Cost of Roadway Per Mile- - $87,342.85

Federal Funds -	$ 11,000.00
State Funds -	7,342.00
	$ 18,342.00

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
APR - 5 1960
FOR FILING
F-17) (E)
5625

April 4, 1960

Russell Olson Construction Co. Inc.,
P. O. Box 272
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5625, awarded March 10, 1960, for grading-paving the Milton-Freewater Channelization Project (NE 5th Avenue) on the Oregon-Washington Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAR 31 1960
FOR FILING
F-170(15)
5625

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

H

March 22, 1960

Mr. J. R. Castner, City Manager
City of Milton-Freewater
City Hall
Milton-Freewater, Oregon

Dear Mr. Castner:

On February 11 Mr. G. S. Paxson, Assistant State Highway Engineer, wrote to you concerning improvement of traffic conditions at the intersection of ORE 11 and Main Street in Milton-Freewater.

His letter suggested a plan whereby the project would be performed with each party paying one-half of the cost. In your letter of March 2 to Mr. Paxson you asked if the matter could be presented to the State Highway Commission at its next meeting.

This matter was presented to the Commission at its meeting March 10. The Engineer explained the problems that are involved and that the City had indicated that it did not wish to contribute half of the total cost, which is estimated at $1,700. It was also pointed out that the intersection has not had an exceptionally bad traffic accident record, and that the proposed improvement would probably be principally for the benefit of city traffic.

In view of these facts, the Commission took no action at this time.

Very truly yours,

FQ.

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

cc: Mr. G. S. Paxson ✓

[illegible]
[illegible] 1960
[illegible]
STATE HIGHWAY ENGINEER

A

RECEIVED
MAR 11 1960
FOR FILING
F-170(15)
5625

March 10, 1960

Russell Olsen Construction Co. Inc.,
P. O. Box 272
Pendleton
Oregon

Gentlemen:

The State Highway Commission on March 10, 1960, awarded to you State Highway Contract #5625 for grading-paving-illumination on the NE 5th Avenue Channelization Project in Milton-Freewater, Umatilla County.

This award was based on your bid of $20,968.00 which was the low bid submitted to the Commission on March 1, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. C. Savage (SIAC)
L. D. Marchand

A

RECEIVED
MAR 15 1960
FOR FILING

F-170(15)

5625

When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

March 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5625 for Oregon Project F-170(15), N. E. 5th Ave. (Milton-Freewater) Channelization, Oregon-Washington Highway, to Russell Olson Const. Co., Inc., of Pendleton, Oregon, low bidder in the amount of $20,968.00 at the March 1, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig
Porter

NOTED
FORREST COOPER

RECEIVED
MAR 7 1960
FOR FILING
F170(15)

5625

March 4, 1960

Mr. J. R. Castner
City Manager
City Hall
Milton-Freewater, Oregon

Dear Mr. Castner:

I have your letter of March 2 advising that the City of Milton-Freewater can not participate in the cost of the proposed channelization at the intersection of Main Street and the Oregon-Washington Highway in Milton-Freewater. We will present the matter to the Highway Commission at its next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Victor D. Wolfe

RECEIVED
FEB 17 1960
FOR FILING

F-170 (15)

5625

When replying, refer to
08-35.4-0

408 State Highway Building
Salem, Oregon

February 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-170(15), N.E. 5th Avenue (Milton-Freewater) Channelization Section of the Oregon-Washington Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

Orig: Painter

RECEIVED
- 1 1960
FOR FILING
F-170(15)

5625 When replying, refer to:
08-35.3

408 State Highway Building
Salem, Oregon

February 3, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Our December 30, 1959 letter regarding the forty-eighth program of projects involving participation in Federal-aid primary funds advised that Item 329 was held in abeyance pending further study and submission of possible alternate plans for alleviating the hazardous traffic condition at N.E. 5th Street. Based on information furnished in your January 15, 1960 letter to the effect that there apparently is no suitable alternate plan and that the proposed channelization will afford some protection for left turn movements, our Regional office has now approved Item 329, Project F-170(15), effective January 29, 1960.

This Stage 2 project, as approved, provides for construction only on 0.20 mile of roadway summarized as follows:

Item No.	Project No.	Location	Proposed Work
329	F-170(15)	NE 5th St., Milton-Freewater	Grading, Paving

The total estimated cost of the above project is $20,000 for which available Federal-aid primary funds have been reserved in the amount of $12,000, leaving an unprogramed balance of $4,284,987 as of this date.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowen
Acting Division Engineer

Orig. [illegible]

RECEIVED
JAN 22 1960
FOR FILING
F-170(15)
5625

January 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your File 08-35.3

Further reference is made to your letter of December 30, 1959, and to our letter of January 14, 1960, concerning Item 329, Project F-170(15) approval of which has been deferred.

The situation at the 5th Avenue intersection is that the city has so improved 5th so as to attract enough left turn movements on the highway as to create a hazard. The State cannot force the city to close 5th Avenue nor can the State close it without city consent. The only alternate to the plan we have proposed would be some type of interchange the cost of which could not be justified now or in the foreseeable future.

This project is a must on our schedule and if for some reason you are unable to approve it, we will appreciate being so advised.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

RLP:bb

RECEIVED
JAN 15 1960
FOR FILING

F-170(15)

5625

January 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your File 08-35.3

Reference is made to your letter of December 30, 1959, in which approval of Item 329, Project F-170(15) was deferred.

In 1948 we built a section of the Oregon-Washington Highway by-passing the business district of Milton-Freewater. The existing route remained on our system as the Freewater Secondary Highway. This existing route follows a tortuous alignment through the residential district of Milton-Freewater to the city center.

During the intervening period of time, the City has constructed a connection to the Oregon-Washington Highway using 5th Avenue which leads directly into the center of town. They have improved 5th Avenue to a 40-foot curbed section. There is a daily volume of approximately 4,000 vehicles on the Oregon-Washington Highway and 1,570 on 5th Avenue. There are between 500 and 600 left-hand turns off the Oregon-Washington Highway on to 5th Avenue. This creates a serious traffic condition and is a source of potential accidents. This intersection is in the area where the speed zone-change takes place from 35 to 50 m.p.h. The Highway Commission approved a request from the City of Milton-Freewater for installation of a left-hand refuge at this intersection.

We understood you were not opposed to approving this project and in view of the above, ask that the matter be reconsidered.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

RLP:bb

cc: Tom Edwards
J. W. Nash

I-80N-1(13)5 82nd Ave. & Hassalo St. 1960
Connections to Col. R.
#5626 Hwy. (Grad. & Pav.)

STATE COPY

Monthly transaction number 11-13	F PR-2A (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 1	(PPM 21-7) 10-31-69	Project number I-80N-1(13)5

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 19, 1960, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 38,805	$ 0
Federal funds	$ 34,421.00	$ 0
Other revisions		

This modification is made for the following reasons:

Project being withdrawn from Interstate System and transferred to Primary System.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of October, 1969.

OREGON STATE HIGHWAY DIVISION (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By F B Klaboe	By G. L. Green (Division Engineer)
Assistant State Highway Engineer (Title)	For: R. E. Simpson
By ______	
______ (Title)	
By ______	
______ (Title)	

[illegible] 5626 4-19-60 A

RECEIVED 1960 FOR FILING

Monthly Transaction No. 4-77	Fo -2 (9- -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. I-80N-1(13)5	**FEDERAL-AID PROJECT AGREEMENT**	County **Multnomah**
		Project No. **I-80N-1(13)5**

5626 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 30, 82nd Ave. Connection

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	2-11-60	0.00
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 40,634	Federal funds $ 37,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **April 19, 1960**

USComm-DC 40257

April 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the 82nd Avenue and Hassalo Street Connections, Project No. I-80N-1(13)5.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RSC:bb

April 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 82nd Avenue and Hassalo Street Connections, Project No. I-80N-1(13)5.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.
RNC:sw

Oregon State Highway Department

Federal Aid
Project No. I-80N-1(13)5

82ND AVENUE AND HASSALO STREET CONNECTIONS OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 4, 1960

Type Code 6201
Roadway (Sta. 270+00 to Sta. 283+00)(Contract No. 5626)

Clearing and Grubbing	All Required (90%)		$ 900.00
Removal of Pavement	5,800 Sq. Yds.	$ 0.40	2,320.00
Removal of Curbs	2,560 Lin. Ft.	0.15	384.00
Removal of Walks and Driveways	74 Sq. Yds.	0.60	44.40
Removal of Inlets	2 Only	20.00	40.00
Drainage Excavation, Unclassified	525 Cu. Yds.	2.90	1,522.50
General Excavation, Unclassified	2,680 Cu. Yds.	0.80	2,144.00
Finishing Roadbed and Slopes	All Required (40%)		300.00
Furnishing and Placing Topsoil	1,260 Cu. Yds.	2.00	2,520.00
8-Inch Sewer Pipe	170 Lin. Ft.	1.55	263.50
12-Inch Sewer Pipe	580 Lin. Ft.	2.10	1,218.00
15-Inch Sewer Pipe	440 Lin. Ft.	3.00	1,320.00
Extra for Pipe Under Pavement	55 Lin. Ft.	5.00	275.00
Concrete Inlets, Type "D"	1 Only	90.00	90.00
Concrete Inlets, Type "G-1"	6 Only	70.00	420.00
Concrete Manholes	4 Only	215.00	860.00
Concrete Curbs	54 Cu. Yds.	34.65	1,871.10
Concrete Walks	40 Sq. Yds.	2.70	108.00
Salvaging and Reinstalling Guard Rail	980 Lin. Ft.	1.50	1,470.00
Reconstruction of Type 3 Fence	70 Rods	14.00	980.00
Course Crushed Material in Base	2070 Cu. Yds.	2.50	5,175.00
3/4" - 0 Material in Base	380 Cu. Yds.	2.70	1,026.00
Sprinkling	66 M-Gal.	3.00	198.00
Preparation of Base	All Required (40%)		100.00
3/4" - 0 Material in Binder Course	28 Cu. Yds.	5.00	140.00
Furnishing and Placing Aggregates	40 Cu. Yds.	8.00	320.00
RC-3 Asphalt	4 Tons	42.00	168.00
120-150 Asphalt	3 Tons	40.00	120.00
RS-1 Asphalt	2 Tons	40.00	80.00
Class "D" Asphaltic Concrete	820 Tons	6.00	4,920.00
Asphaltic Concrete Traffic Markers	240 Lin. Ft.	0.75	180.00
			$31,477.50
Flagging (57½% of Contractor's Cost)	All Required (60%)		600.00
Replanting Slopes	All Required		2,713.00
Reseeding Lawn	All Required		150.00
Signing	All Required		2,000.00

Subtotal	$36,940.50
10% Engr. & Cont.	3,693.50
Total	$40,634.00

Length of Project 0.00 Miles

Federal Funds- -	$37,000.00
State Funds- -	3,634.00
	$40,634.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds For Maint: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-80N-1(13)5

82ND AVENUE AND HASSALO STREET CONNECTIONS OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 8, 1960

Type Code Y008
Roadway (Sta. 270+00 to Sta. 283+00)

Clearing and Grubbing	All Required (90%)			$ 900.00
Removal of Pavement	5,800	Sq. Yds.	$ 0.75	4,350.00
Removal of Curbs	2,560	Lin. Ft.	0.40	1,024.00
Removal of Walks and Driveways	74	Sq. Yds.	0.50	37.00
Removal of Inlets	2	Only	25.00	50.00
Drainage Excavation, Unclassified	525	Cu. Yds.	3.00	1,575.00
General Excavation, Unclassified	2,680	Cu. Yds.	1.00	2,680.00
Finishing Roadbed and Slopes	All Required (40%)			200.00
Furnishing and Placing Topsoil	1,260	Cu. Yds.	2.50	3,150.00
8-Inch Sewer Pipe	170	Lin. Ft.	2.00	340.00
12-Inch Sewer Pipe	580	Lin. Ft.	2.50	1,450.00
15-Inch Sewer Pipe	440	Lin. Ft.	3.25	1,430.00
Extra for Pipe Under Pavement	55	Lin. Ft.	3.00	165.00
Concrete Inlets, Type "D"	1	Only	85.00	85.00
Concrete Inlets, Type "G-1"	6	Only	90.00	540.00
Concrete Manholes	4	Only	250.00	1,000.00
Concrete Curbs	54	Cu. Yds.	42.00	2,268.00
Concrete Walks	40	Sq. Yds.	4.50	180.00
Salvaging and Reinstalling Guard Rail	980	Lin. Ft.	1.50	1,470.00
Reconstruction of Type 3 Fence	70	Rods	10.00	700.00
Coarse Crushed Material in Base	2,070	Cu. Yds.	2.75	5,692.50
3/4"-0 Material in Base	380	Cu. Yds.	3.00	1,140.00
Sprinkling	66	M-Gal.	3.00	198.00
Preparation of Base	All Required (40%)			100.00
3/4"-0 Material in Binder Course	28	Cu. Yds.	4.00	112.00
Furnishing and Placing Aggregates	40	Cu. Yds.	4.25	170.00
RC-3 Asphalt	4	Tons	40.00	160.00
120-150 Asphalt	3	Tons	38.00	114.00
RS-1 Asphalt	2	Tons	60.00	120.00
Class "B" Asphaltic Concrete	820	Tons	6.50	5,330.00
Asphaltic Concrete Traffic Markers	240	Lin. Ft.	1.00	240.00
				$36,970.50
Flagging (57½% of Contractor's Cost)	All Required (60%)			600.00
Replanting Slopes	All Required			2,713.00
Reseeding Lawn	All Required			150.00
Signing (Temp)	All Required			2,000.00

Work by City of Portland (Move Fire Hydrant)	All Required	$ 500.00
	Subtotal	$42,933.50
	10% Engr. & Cont.	4,292.50
	Total	$47,226.00

Length of Project 0.00 Miles

Federal Funds- -	$43,000.00
State Funds- -	4,226.00
	$47,226.00

RECEIVED
APR 6 1961
FOR [illegible]

I-80N-1(13)5

HOWELL APPLING, JR.
SECRETARY OF STATE
5626

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

April 5, 1961

COPY

Mr. George H. Olson
8300 N. E. Multnomah Street
Portland 20, Oregon

Dear Mr. Olson:

I find that on January 17 we forwarded copies of your notice of claim against Warren Northwest, Inc. who was performing work for the State Highway Department under contract to the State Highway Department.

Since I understand the work was being done by contract, I would question if an employee - employer relationship existed as mentioned in your letter.

The Secretary of State is purely a filing agency and has no authority whatever to enforce your claim. I should suggest you see the contractor's surety if you have already contacted the State Highway Department.

Sincerely,

/s/ Howell Appling, Jr.

Howell Appling, Jr.
Secretary of State

HA:Ph

cc: Highway Commission

RECEIVED
APR 6 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
MAR 24 1961
FOR FILING

I-80 N-1(13) 5

5626

March 23, 1961

Mr. Geo. H. Olson
8300 N. E. Multnomah Street
Portland 20, Oregon

Dear Mr. Olson:

This is to acknowledge your letter of March 22 concerning the status of your claim in the amount of $30 in connection with State Highway Contract No. 5626 with Warren Northwest, Inc.

Our records indicate that your claim was filed with the Secretary of State on January 17, 1961. The Federal Insurance Company, through Ward Cook-Rodgers Insurance Company, Inc., 603 Panama Building, Portland furnished the performance bond on this contract to assure completion and payment of all bills incurred in it. The State does not make payment of claims but looks to the prime contractor and to the surety for such payment On January 20, 1961 we notified the surety and the contractor that your claim had been filed with the Secretary of State. We suggest that you contact the surety concerning the status to your claim.

Very truly yours,

OREGON STATE HIGHWAY COMM

CWH:jmc

Secretary

cc: Federal Insurance Company
Ward Cook-Rodgers Insurance Agency, Inc
603 Panama Building
Portland, Oregon

NOTED ON CARD
dc

8300 N. E. Multnomah St.
Portland 20 Oregon

Mar. 22nd 1961

State Highway Department
Salem Oregon

Gentlemen:

Pursuant to the instruction in your letter of Jan. 13th, My claim was filed with the Sec. of State, acknowledging receipt of same Jan. 17th, file No.3757.

That was the last heard of it. What are you doing about it?

Yours truly

Geo H Olson

Geo. H. Olson

$20.00 claim

5626
Warren Northwestn

RECEIVED
MAR 23 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 1 1961

FOR FILE

I-80N-1(13) 5

5626

Telephone: WOrth 4-1200
Cable Address: "CHUBBSON"

FEDERAL INSURANCE COMPANY

CHUBB & SON INC., *Manager* 90 John Street, New York 38, N. Y.

January 26, 1961.

State of Oregon
State Highway Department
Salem, Oregon

Att. - Mr. Floyd Query, Secretary,
Oregon State Highway Commission

Re: Bond No. 8002-72-27 - Warren Northwest, Inc. -to- Oregon State Highway Dept. - Paving and grading 82nd Ave. and Hassalo St. Connections, Columbia River Highway, Multnomah County, Oregon, Contract 5626.

Gentlemen:

This will acknowledge your letter of January 13, 1961 concerning the claim of Mr. George H. Olson against the above project.

Accordingly we are referring this matter to our Principal, Warren Northwest, Inc.

Very truly yours,

Leo F. Carlin

Leo F. Carlin

LFC:AF
cc: Warren Northwest, Inc.

RECEIVED
JAN 31 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

T

RECEIVED
JAN 23 1961
FOR FILING

I-80N-1(13)5

5626

January 20, 1961

Ward Cook-Rodgers Insurance Agency, Inc.
603 Panama Building
Portland, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $30.00 which has been filed with the Secretary of State (his File No. 3757) by Geo. H. Olson for labor, grass seed and repairs to mower on Warren Northwest, Inc. contract.

This appears to be in connection with State Highway Contract No. 5626 with Warren Northwest, Inc., for grading and paving the 82nd Ave. & Hassalo St. Connections on the Columbia River Highway in Multnomah County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

CWH:fp

Secretary

Enc.

CC:
Federal Insurance Company
320 California St.
San Francisco 4, Calif.
Attn: Robt. E. Wallace, Mgr.

NOTED ON CARD
dc

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

January 17, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Geo. H. Olson, 8300 N. E. Multnomah Street, Portland 20, Oregon and filed as of this date, a notice of claim by same for labor, grass seed and repairs to mower in the sum of $30.00 against the bond taken from Warren Northwest, Inc., P. O. Box 5072, Portland, principal and Federal Insurance Co., surety, through Ward Cook-Rodgers Ins. Co. Inc., 603 Panama Building, Portland, Oregon, in performance of Contract No. 5626 for work on the 82nd Ave. and Hassalo Street Connections of the Columbia River Highway.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
JAN 20 1961
OREGON
STATE HIGHWAY COMMISSION

Portland Oregon Jan. 14th 1961

Mr. Howard Appling Jr. Sem. of State, Oregon

State Highway Department Salem Oregon

Notice is hereby given that the undersigned, Geo. H. Olson has a claim for labor, grass seed. repairs to mower in the sum of Thirty Dollars $30.00 dollars.

State Highway Department conbract with Warren Northwest, Inc. P/ O. Box 5072, Portla nd in performance of Contract No.5626. for work on the 82nd Ace. anc Hassalo St. Connections of the Columbia River H ighway.

Performance bondby Federal Insurance Co. through Ward Cook-Rodgers Ins. Co Inc., 603 Panama Building, Portland.

Geo H Olson File # 3757

Signed Geo. H. Olson
8300 N. E. Multnomah St
Portland 20 Oregon

FILED
JAN 17 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Attached copy of the original letter to the Highway Dept. In further explanation; The curb or park strip was in perfectly good shape of lawn before torn out to make the widening of street and replacong with a new cmbb. In doing so there was a space behind the new curb to fill in again. In doing so the contractor dumped in only rocks. Naturally no lawn could be planted or grown on that. No attempt was made to correct it. To this day the only curbs that have been resdored to anything like former condition are those few who have done the work themselves. About three or four.

The after math requiring the cleaning of rocks from the lawn was the result of a most asinine stunt of running the high speed sweeper that threw the rocks wildly all over. The foremen of th e crew doing it admitted it was a big mistake, and it was dismontinued before reaching the end of the block when people streamed out to object . H e did come back to sweep the widewalk and swept the newly seede strip almost clean of seed so anothe seeding was neccessary.
To correct it he offered to bring in a roller to pack the rocks into the lawn. Whidh was just as stupid as the sweeper stunt.

RECEIVED
JAN 17 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 1[illegible] 1961
FOR FILING
1-4CA-1(13)
5626

January 13, 1961

Federal Insurance Company
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

A claim in the amount of $30, filed by Mr. George H. Olson, 8300 N.E. Multnomah Street, Portland 20, Oregon, has been referred to this office. Mr. Olson claims this amount for removing rocks, preparing the grounds, seeding and puchase of grass seed which he states was necessary because of the operations of Warren Northwest, Inc. on Contract No. 5626, for grading and paving the 82nd Avenue and Hassalo Street Connection of the Columbia River Highway.

This information is provided as your company appears as surety on the performance bond furnished with the above mentioned contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc
cc: Ward Cook-Rodgers Insurance Co., Inc.
603 Panama Building
Portland, Oregon

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper
F. B. Klaboe

NOTED ON CARD
dc

January 13, 1961

Mr. George H. Olson
8300 N.E. Multnomah Street
Portland 20, Oregon

Dear Mr. Olson:

Your claim in the amount of $30 for removing rocks from the curb strip, preparing the ground and seeding of grass has been referred to this office.

The information that we have indicates that your claim stems from the operations of Warren Northwest, Inc., P. O. Box 5072, Portland, in performance of our Contract No. 5626, for work on the 82nd Avenue and Hassalo Street Connections of the Columbia River Highway. This contract was completed September 18, 1960 and accepted by the State Highway Commission on November 3, 1960.

Each state highway contract is covered by a performance bond to assure completion of the contract and payment of all labor and material bills incurred in the contract. Federal Insurance Company, through Ward Cook-Rodgers Insurance Company, Inc., 603 Panama Building, Portland, provided the performance bond for this contract.

If you wish to protect your claim under the bond it should be filed with the Secretary of State within six months after the contract has been accepted by the Highway Commission. Attached are excerpts from the Oregon laws outlining the procedure for filing with the Secretary of State. You will note that the procedure is not complicated and does not require the services of an attorney.

We will advise the contractor and the surety that your claim has been received, and it will also be noted in our contract records.

NOTED ON CARD

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc
cc: F. B. Klaboe

FORM E 30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1961

SUBJECT: George H. Olson Complaint
82nd & Hassalo St. Connections
Columbia River Highway
Contract No. 5626 Prefix: 626-1043

To:

Mr. Floyd Query
Secretary
Office

Since last September we have had running correspondence with Mr. George H. Olson of 8300 N. E. Multnomah Street, Portland, concerning his allegation that the contractor on this project, Warren Northwest, caused $30 damage to his property. This alleged damage consisted of throwing rocks on a lawn area which Mr. Olson had to clean up. Copies of this correspondence concerning the complaint are enclosed with this letter. Apparently Mr. Olson has not been able to contact the insurance carrier and has requested that we intercede for him and notify said carrier of his difficulty.

Whereas we do not believe the contractor is liable in this case, we feel that the only alternative would be for us to forward to the insurance carrier the alleged claim without in any way expressing our opinion as to its validity. Would you please handle this matter with copies of your letter to Mr. Olson.

Tom Edwards
Construction Engineer

By F. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 4, [illegible]

SUBJECT: [illegible] Complaint
[illegible]
[illegible] River Highway
Contract: [illegible]

To: Mr. [illegible]
Construction Engineer
State Highway Department
Salem, Oregon

This is in connection with the complaint of Mr. George H. Olson of [illegible] S. E. [illegible] Street about which I wrote you on December [illegible], [illegible].

Mr. Olson called me yesterday after[illegible] and stated that he had phoned the insurance agent, who refused to talk to him. The insurance agent's claim was that their bond was to the Highway Department, and any complaints would have to be submitted by the Highway Department. It appears that we should forward Mr. Olson's claim to the insurance people.

A. V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/lh
cc: John Burton

CONSTRUCTION DIVISION
RECEIVED
[illegible]
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

1

Portland, Oregon
December 20, 1960

SUBJECT: 82nd Ave. & Hassalo St. Connections
Columbia River Highway
Contract: 5626 Prefix: 626-1043

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. Fred Klaboe

This is a follow-up to my letter of December 6, 1960, directed to the attention of Mr. L. H. Young in regard to claim of Mr. George H. Olson of 8560 N. E. Multnomah.

I contacted Mr. Olson on December 9 but was unable to mollify him to any extent. He recited a long series of complaints regarding his contacts with both our employees and contractor's forces. I told him that we did not condone any rudeness or discourtesy on the part of either our employees or the contractor's forces and sincerely regretted any of the incidents of which he complained. With regard to his claim, I told him that the contractor had full rights within the public street until such time as he completed his contract and it was accepted by the State. As to rocks on his private lawn, that was a different matter. Mr. Olson says the contractor offered to roll his lawn and press the rocks down, but he objected to this method. I tried to point out to him that he was getting an improved street and that his property values were enhanced thereby and that the resulting inconvenience to him had been rather trifling.

The old gentleman was very set in his idea that he had been damaged, and I do not think he changed his notion any. I left him the name of the contractor's insurance carrier and my phone number. Since I have not heard from him, I presume that he has been satisfied.

A V Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/lh
cc: John Burton

CONSTRUCTION DIVISION
RECEIVED
DEC 21 1960
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CE AE COE

Klabal

State Highway [illegible]
[illegible]

Gentlemen:

[illegible] ant was sent you covering [illegible] the result [illegible] [illegible] for [illegible].

The [illegible] A. [illegible] ers as explained in that statement [illegible] not been [illegible], and I now make a request that [illegible] take care of it without any further [illegible].

The grounds for the claim [illegible] clearly justified on the basis of information in your letter of Nov. 18th, 19[illegible]. Referring [illegible] to the second paragraph wherein [illegible] quote the clause, "The contractor [illegible] be responsible- ---

According to your letter the contractor is responsible under bonds, while performing the work as designated and under your supervision, and, therefor it is up to you to make good the damage and costs entailed when the contractor didn't fulfill the completion of restoring the property destroyed, and the other damage resulting from his operation.

Yours truly,

Geo. H. Olson

RECEIVED
DEC 15 1920
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1960

SUBJECT: Olson Complaint
82nd Ave.-Hassalo St. Section

To:
Mr. Tom Edwards
Construction Engineer
Office

Enclosed find a copy of a report on the Olson complaint from Assistant Division Engineer Benedict. You will recall that Mr. Olson alleges that the State Highway Department through its contractor, Warren Northwest, Inc., threw rocks on his lawn causing him to make repairs in the amount of $30.

As stated in Mr. Benedict's letter, the lawn area in question is mostly on public right of way between the sidewalk and the curbs recently constructed. If Mr. Olson had waited, the clean up work would have been accomplished by the contractor. However, he took it upon himself to enter the right of way and do such cleaning up in the parking strip as he desired.

As stated in Mr. Benedict's letter, Mr. Batie of Warren Northwest would be willing to pay the $30 claim out of their own funds if ~~they~~ we feel that it is their obligation to do so.

It is my personal opinion that Mr. Olson is out of line requesting payment for the work he allegedly has done. However, this opinion is based on only one side of the story as Mr. Benedict has not as yet been able to contact Mr. Olson. He will make further attemps to contact Mr. Olson and after such contact has been made will report further to us.

F. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

OREGON STATE HIGHWAY DEPARTMEN
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
December 8, 1960

SUBJECT: 82nd Ave. & Hassalo St. Connections
Columbia River Highway
Contract: 5626
Prefix: 626-1043

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. L. H. Young

This is in regard to a request from L. H. Young for further information about the claim of George H. Olson, 8300 N. E. Multnomah Street, for damage and inconvenience due to street construction in front of his property this past summer.

I have talked with Mr. Batie of the Warren Northwest firm, who were contractors on the subject project. Mr. Batie says that this Mr. Olson was a constant source of trouble throughout the summer. I have attempted to contact Mr. Olson but so far have failed to do so. However, I did look at the property. At this particular point on Multnomah there was very little grade difference between the sidewalk and the top of curb, so that regrading of the parking was not necessary. In building curbs, the contractor did pile material on the grass for later use in backfilling his curbs. It appears that Mr. Olson got impatient about the material lying there, picked out the rocks and tossed them into the gutter, and graded and reseeded his lawn. He asked repayment for this in the amount of $18.

The second part of his complaint has to do with rock scattered over the lawn, both in the parking strip and the main part of the lawn. Mr. Olson states that these were thrown by the rotary broom which swept the excess cover rock off the binder preparatory to paving. Mr. Burton, in his letter, states that most of this was excess binder rock whipped off the street by traffic. Mr. Olson undoubtedly saw a cloud of dust from the broom and jumped at conclusions, but it would be very unusual for one of these brooms to throw a sizable rock any distance. It has been my personal experience that the neighborhood children scatter more of this rock than either traffic or the broom.

The property line on this street falls at or near the back of sidewalk so that the parking strip, which is the basis of most of Mr. Olson's complaint, is entirely in the public street.

[illegible] ION
[illegible]
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Our contractor did not prosecute his job with all the speed and diligence of which he was capable, but he did finish within his time limit. The provisions of his contract required him to work in this area, and I believe that he was within his rights in the way that he handled it.

In my talk with Mr. Batie, he said that he would be willing to pay the $30 claim if we thought he should, rather than have any further fuss about the matter. I told him that I did not feel that he should pay the claim on that account.

I will make a further attempt to contact Mr. Olson and will give you a further report when this has been done.

A V Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB/lh
cc: A. E. Johnson
John Burton

FORM E 121

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 18, 1960

Mr. George H. Olson
8300 N. E. Multnomah Street
Portland 20, Oregon

DIVISION
RECEIVED

Dear Sir:

Reply is made to your letter of October 26 concerning discomfort and expense suffered by yourself as a result of the revision of the freeway ramps on the 82nd Avenue-Hassalo Street project. I wish to explain more fully our statement that the liability was not that of the State Highway Department, but rather of the Warren Northwest Company, which was the contractor on this project.

In contracting any project, whether large or small, it obviously is necessary that the contractor be made responsible for his acts. To that end the contract terms include, in addition to the normal stipulations of providing bonds and insurance, the following clause: "The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractors, or his employes in the performance of the work to be done under the contract."

Many contracts have been completed for the State of Oregon by the Warren Northwest Company. We have always found them to be a reliable and dependable firm, and we must apologize for not having brought this matter to their attention upon receipt of your letter of September 27. We are doing so at this time. If the matter is not promptly adjudicated, would you please communicate further with us.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED P. M. STEPHENSON

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Tom Edwards

FBK:- Has division made inspection
- Warren Insurance Co been notified!
Get recommendation from division

FORM E 123 [illegible]

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 18, 1960

Warren Northwest Company
P. O. Box 5072
Portland, Oregon

Gentlemen:

Please find attached copies of correspondence with Mr. George H. Olson, 8300 N. W. Multnomah Street, Portland 20, Oregon, who has suffered some inconvenience as a result of your operations on the 82nd Avenue-Hassalo Street project.

Would you please make immediate contact with Mr. Olson and advise us in regard to the settlement of this claim.

Very truly yours,

W. C. Williams
State Highway Engineer

By

ORIGINAL SIGNED
P. M. STEPHENSON

P. M. Stephenson
Assistant State Highway Engineer

Attachment

cc Mr. George A. Olson
Mr. Tom [illegible]

CONSTRUCTION DIVISION
RECEIVED
NOV 18 1960
NOTED

[illegible] N. E. Multnomah St.
Portland 13 Oregon

Oct. 26th 1960

State Highway Department.
Salem Oregon

Gentlemen:

Your letter of Oct. 20th stating that you have no liability in connection with the work on N.E Multnomah St. which was performed under your supervision and specifications.

You state Warren Northwest Co.was under contract. That does not exonerate the principal, you, from restoring to the status of the property destroyed by your agent to as good a condition as it was prior to the damage resulting from the operation.

Since when is the principal not responsible for the acts of their agents?

We were given to understand that property disturbed would begin to be replaced in original condition.

Not only was that not done, but, even after the work was nearly completed out in the street additional damage was added thru the inept to say the least, throwing rocks all over the lawn destroying in large part some of the reparations performed personally in repairing the parking strip which had been left in very bad shape.

I shall expect reparation to be made without dilly dallying.

Yours truly Geo. H. Olson

Geo. H. Olson

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OCT 31 1960
OREGON
STATE HIGHWAY COMMISSION

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1-80N 1[illegible]

[illegible]

October 20, 1960

Mr. George H. Olsen
8999 N. E. Multnomah Street
Portland 20, Oregon

Dear Sir:

Reference is made to your letter of September 27 in which you presented an itemized statement for $30 to cover the cost of landscaping, et cetera, after highway construction near your property.

Investigation by our field representatives indicates that the State Highway Department has no liability in this matter, as the work was being performed under contract by the Warren Northwest Company, P. O. Box 5072, Portland, Oregon.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

[redacted]:ar

cc Mr. I. A. De France

8300 N. E. Multnomah St.
Portland 20 Oregon

Sept. 7th 1960

State Highway Department Dr

Geo. H Olson 8300 N. E. Multnomah St Portland 20 Oregon

Labor in removing rocks from curb strip, preparing ground, seeding and purchase of grass seed

Labor 5 hrs	$15.00	
Seed	3.00	
Labor in cleaning rocks from lawn 3 hrs	9.00	Explanation following.
Repairs on lawn mower	3.00	
	$30.00	

In explanation of the first: The work on this improvement left the torn up curb strips in a condition that was an eyesore and a source of dirt and dust that became unenduurable. So I did something about it. It entailed the removal of rocks that had been dumped in as refill behind th the new curb, preparing the ground and reseeding.

Thelatter work was the result of a most stupid thing on the part of the crew clearing the gravel preparatory to the paving. A high speed sweeper came along andstrewed rocks all over the newly seeded strip, the front lawn clear up to the front steps. Raking out rocks was first essential, mowing lawn ruined theblades on mower.

Geo. H. Olson

RECEIVED
JAN -6 1961
FOR FILING

1-9CN-1(13)5

5636

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945

January 5, 1961

Mr. George H. Olson
8300 N. E. Multnomah Street
Portland 20, Oregon

Dear Mr. Olson:

Reference is made to your letter of December 9 in which you again press for action in the matter of alleged damages to your property due to the actions of the contractor on the 82nd Avenue and Hassalo Street Connections.

Subsequent to the time that you wrote your letter, you were visited by our Assistant Metropolitan Engineer, Mr. A. V. Benedict, who has thoroughly discussed the matter with you and who also gave you the name of the contractor's insurance carrier. As you already know, the damage which occurs to private property as a result of highway contract work is the responsibility of the contractor and his insurance company.

Mr. Benedict also gave you his telephone number, requesting that if you had any further difficulty you should contact him. He reports that you have not contacted him since the date of his meeting with you, and it is therefore presumed that you have been contacted by the insurance carrier or the contractor concerning the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FBK:fp me

cc W. C. Williams
P. H. Stephenson
Tom Edwards
A. E. Johnson

8300 N. E. Multnomah St.
Portland 20 Oregon

Dec.9th 1960

State Highway Department
Salem Oregon

Gentlemen:

On Sept. 27th a staement was sent you covering a claim caused by and as a result of the Work on the street in front of this place by and for Your department.

The total of $30.00, Thirty dollars as explained in that stetement has not been paid, and I now make a request that you take steps to take care of it without any further delay.

The grounds for this claim is clearly justified on the basis of information in your letter of Nov. 18th,1960. Referring you to the second paragraph wherein you quote the clause, "The contractor shall be responsible-----

According to your letter the contractor is responsible under bonds, while performing the work as designated and under your supervision, and, therefor it is up to you to make good the damage and costs entailed when the contractor did not fulfill the completion of restoring the property destroyed, and the other demage resulting from his operation.

Yours truly

Geo H Olson

Geo. H. Olson

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DEC 15 1960
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
DEC 23 1960
FOR FILING

1-91N-1(13)

5626

December 22, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5626 for grading-paving the 82nd Ave. and Hassalo St. Connections on the Columbia River Highway in Multnomah County was completed by the contractor, Warren Northwest, Inc., on September 18, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $1,808.63 will be released to the contractor on or after December 30, 1960. The total contract amount is $65,618.38, of which amount $1,106.80 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5078
Portland, Oregon

RECEIVED
6 - 1960

COPY

1-8EN-1(13)5

5626

8300 N. E. Multnomah St.
Portland 20 Oregon

Nov. 23rd 1960

Mr. Kenneth C. Holt, Sec. Warren Northwest Inc.

Dear Sir:

The copy of your letter State Highway Dept. at hand.

Who was your representative, and, when did he inspect property?

The facts are the bckfill was mostly rocks. The strip destroyed was nice turf. No move was made to level off the fill. None at all.

The asinine action of the power sweeper spewing rocks across the lawn, sidewalk and strip that I had seeded could not be inspected at any other time than when it happened. Upon my objestion to the the action right then the foreman and heopers did sweep the walk and statrted on the strip until I stopped and finished it as they were sweeping out all the seed with the loose top soil, that had to be reseeded again.

The foreman offered to bring a roller to pack the rocks into the lawn, which I refused having done as it would only mean future trouble in mowing. And why should I have to put up with a laen full of rocks?

Following the mailing of my statement and letter to your office with no response I called your office and was referred to a Mr. Kirby who very bluntly told me you would not pay a damn thing, and if I wanted to try collecting to get an attorney. Further he told me I was only a trouble maker, and had made trouble for everyone on the Job.

Sure, I troubled them to replace the sidewalk out to street that had been torn up when I detected the move to fill in without so doing. In the work preparatory to construction the digger broke off a sprinkler head that necessitated the digging up a length of pipe, refitting and repacing again. The foreman on that work OKD the repair which I made and Perkins Co reimbursed me for costs and labor.

Finally I challenge Mr. Kirby to name the people that I caused the trouble to that gives him reason or justification for such scurfilius statements.

Clearly your obligations under agreement as outlined by and stated by State Highway Dept. makes youresponsible and liable for any costs entailed on account of your failure to fulfill same.

Yours truly

CC: Mr. P. M. Stephenson

Geo. H. Olson

NOTED
P. M. STEPHENSON

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NOV 23 1960
STATE HIGHWAY

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FOR FILES
1-90N-1(13)5
5626

4

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 - PHONE ALPINE 3-7531
PORTLAND 13, OREGON

November 22, 1960

Mr. P. M. Stephenson, Asst. State Hwy. Engr.
State Highway Department
Salem, Oregon

Dear Sir:

Our representative has inspected the property of Mr. George H. Olson, 8300 N. E. Multnomah Street, Portland, Oregon, and is of the opinion that he has no legitimate claim. We have also checked with our superintendent and foremen who were on the job site during the construction period and they can find no justification for the claim in question.

In view of the above findings, we do not feel that Warren Northwest, Inc., should be held responsible for the alleged damage set out in Mr. Olson's letter of October 26 to you.

Very truly yours,

WARREN NORTHWEST, INC.

Kenneth C. Holt

Kenneth C. Holt
Assistant Secretary

KCH:JB

CC: Mr. G. H. Olson.
Copy referred to Mr. L. H. Young November 23. er

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NOV 23 1960
OREGON
STATE HIGHWAY COMMISSION

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V 21 1960
FOR FILING
1-8CN-1(13)F

5626

November 18, 1960

Warren Northwest Company
P. O. Box 5072
Portland, Oregon

Gentlemen:

Please find attached copies of correspondence with Mr. George H. Olson, 8300 N. W. Multnomah Street, Portland 20, Oregon, who has suffered some inconvenience as a result of your operations on the 82nd Avenue-Hassalo Street project.

Would you please make immediate contact with Mr. Olson and advise us in regard to the settlement of this claim.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

Attachment

cc Mr. George A. Olson
Mr. Tom Edwards

RECEIVED
V 21 1960
FOR FILING
1-90N-1(13)5

5626

November 18, 1960

Mr. George H. Olson
8300 N. E. Multnomah Street
Portland 20, Oregon

Dear Sir:

Reply is made to your letter of October 26 concerning discomfort and expense suffered by yourself as a result of the revision of the freeway ramps on the 82nd Avenue-Hassalo Street project. I wish to explain more fully our statement that the liability was not that of the State Highway Department, but rather of the Warren Northwest Company, which was the contractor on this project.

In contracting any project, whether large or small, it obviously is necessary that the contractor be made responsible for his acts. To that end the contract terms include, in addition to the normal stipulations of providing bonds and insurance, the following clause: "The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractors, or his employes in the performance of the work to be done under the contract."

Many contracts have been completed for the State of Oregon by the Warren Northwest Company. We have always found them to be a reliable and dependable firm, and we must apologize for not having brought this matter to their attention upon receipt of your letter of September 27. We are doing so at this time. If the matter is not promptly adjudicated, would you please communicate further with us.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Tom Edwards
TE:jw

8300 N. E. Multnomah St.
Portland 20 Oregon

Oct. 26th 1960

State Highway Department.
Salem Oregon

Gentlemen:

Your letter of Oct. 20th stating that you have no liability in connection with the work on N.E Multnomah St. which was performed under your supervision and specifications.

You state Warren Northwest Co.was under contract. That does not exonerate the principal, you, from restoring to the status of the property destroyed by your agent to as good a condition as it was prior to the damage resulting from the operation.

Since when is the principal not responsible for the acts of their agents?

We were given to understand that property disturbed would begin to be replaced in original condition.

Not only was that not done, but, even after the work was nearly completed out in the street additional damage was added thru the inept to say the least, throwing rocks all over the lawn destroying in large part some of the reparations performed personally in repairing the parking strip which had been left in very bad shape.

I shall expect reparation to be made without dilly dallying.

Yours truly Geo H Olson

Geo. H. Olson

RECEIVED
OCT 31 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 31 1960
FOR FILING

1-4CN-1/13

5626

October 31, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5626 for grading-paving the 82nd Avenue and Hassalo Street Connections on the Columbia River Highway in Multnomah County.

This payment, in the amount of $1,334.92, will be released to contractor on or after November 10, 1960. The retained percentage is $1,939.27.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

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OCT 26 1960
FOR FILING
L-40N-1(13)
5626

October 25, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on contract #5626 for grading-paving the 82nd Avenue and Hassalo Street Connections on the Columbia River Highway in Multnomah County.

This payment, in the amount of $16,934.53, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,897.98. The present payment will be released on or after November 4, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

Form E-1—(Rev.)—

1-ECN-1 (13):

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1960

Section 82nd & Hassalo St. Connections

Kind of work Grading & Paving

Highway Columbia River County Multnomah

Section prefix 626-1043

Contractor Warren Northwest Inc.

Contract number 5626

Date of contract March 15, 1960

Specified work days 70

Date work started April 4, 1960

Work days used 71

Project authorization $ 76,001.75

Exclusive of engineering $ 70,606.47

Per cent of time elapsed ~~xxxx~~ 101.4 %

Estimated cost of completed project, exclusive of engineering $ 69,672.12

Estimated per cent overrun or underrun 1.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 5405.28

Engineering cost to date $ 5952.13, 110 %

Date project was completed September 19, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	-----

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimate submitted to Division office on Wednesday. This will be final weekly report.

NOTED

CONSTRUCTION DIVISION
RECEIVED
OCT 24 1960
NOTED-- CE ACE ACE CCE

Signed John H. Burton
John H. Burton Resident Engineer
Address 2131 S.W. Scholls Ferry Road, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.25	0.25	-	-	0.25
Miles partially completed	-	-	-	-	-
Miles completed	0.25	0.25	-	-	0.25
Total estimated quantities (contract)	6760	5800			1960
Total quantities corrected to date	6820	6909			2037
Estimated quantities moved or placed to date	6830	6909			2037
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	Foggy		
Thursday	"		
Friday	Lt. Rain		
Saturday			

RECEIVED
OCT [illegible] 1960

FOR FILING

1-80N-1(13)5

5626

October 20, 1960

Mr. George H. Olsen
8399 N. E. Multnomah Street
Portland 20, Oregon

Dear Sir:

Reference is made to your letter of September 27 in which you presented an itemized statement for $30 to cover the cost of landscaping, et cetera, after highway construction near your property.

Investigation by our field representatives indicates that the State Highway Department has no liability in this matter, as the work was being performed under contract by the Warren Northwest Company, P. O. Box 5072, Portland, Oregon.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. I. A. De France

FORM E-90 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1960

SUBJECT: Assignment #887-PMS
Bill for Cleaning Up and
Landscaping after Curb
Construction
George H. Olson

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer

In connection with subject assignment we submit herewith copies of letters from E. E. Johnston, District Maintenance Superintendent, John H. Burton, Resident Engineer, Jay B. Boyd, Metropolitan Office Engineer, and A. E. Johnson, Division Engineer.

Investigation discloses that the work we were billed for by Mr. George H. Olson was performed before the completion of contract #5626 which covered 82nd and Hassalo Street connections to the Banfield Freeway. This contract was being performed by Warren Northwest, Inc., P. O. Box 5072, Portland, Oregon, and the damage complained of by Mr. Olson would be their responsibility.

We concur in Mr. Johnson's recommendation that any liability on our part be denied and that Mr. Olson be advised to contact Warren Northwest, Inc. in any further reference to his claim.

The original letter from Mr. Olson and your Record of Assignment are returned herewith.

John A. Phillips
John A. Phillips
Assistant Maintenance Engineer

JAP:jre
Enclosures

cc: A. E. Johnson
Lloyd Shaw
E. E. Johnston
John H. Burton

RECEIVED
OCT [illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

14

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I-80N-1(13)5
3626

October 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised project agreement estimate for the 82nd Avenue and Hassalo Street Connections, Project No. I-80N-1(13)5.

The estimate has been revised to reflect change in method of performing work of replanting and seeding various areas. The work was set forth in the original project agreement estimate to be done as extra work but is now being done by separate contract.

This is not a request for modification of project agreement as there is no change in obligated Federal Funds.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Federal Aid
Project No. I-80N-1(13)5

Oregon State Highway Department

82ND AVENUE AND BUFFALO STREET CONNECTIONS OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Revised project agreement estimate based on low bid prices)

Salem, Oregon, October 14, 1960

Type Code 6201
Roadway (Sta. 270+00 to Sta. 283+00)(Contract No. 5626)

Clearing and Grubbing	All	Required (90%)		$ 900.00
Removal of Pavement	5,800	Sq.Yd.	$0.40	2,320.00
Removal of Curbs	2,560	Lin.Ft.	0.15	384.00
Removal of Walks and Driveways	74	Sq.Yd.	0.60	44.40
Removal of Inlets	2	Only	20.00	40.00
Drainage Excavation, Unclassified	525	Cu.Yd.	2.90	1,522.50
General Excavation, Unclassified	2,680	Cu.Yd.	0.80	2,144.00
Finishing Roadbed and Slopes	All	Required (40%)		300.00
Furnishing and Placing Topsoil	1,260	Cu.Yd.	2.00	2,520.00
8-inch Sewer Pipe	170	Lin.Ft.	1.55	263.50
12-inch Sewer Pipe	580	Lin.Ft.	2.10	1,218.00
15-inch Sewer Pipe	440	Lin.Ft.	3.00	1,320.00
Extra for Pipe Under Pavement	55	Lin.Ft.	5.00	275.00
Concrete Inlets, Type "D"	1	Only	90.00	90.00
Concrete Inlets, Type "G-1"	6	Only	70.00	420.00
Concrete Manholes	4	Only	215.00	860.00
Concrete Curbs	54	Cu.Yd.	34.65	1,871.10
Concrete Walks	40	Sq.Yd.	2.70	108.00
Salvaging and Reinstalling Guard Rail	980	Lin.Ft.	1.50	1,470.00
Reconstruction of Type 3 Fence	70	Rod	14.00	980.00
Coarse Crushed Material in Base	2,070	Cu.Yd.	2.50	5,175.00
3/4" - 0 Material in Base	380	Cu.Yd.	2.70	1,026.00
Sprinkling	66	M-Gal.	3.00	198.00
Preparation of Base	All	Required (40%)		100.00
3/4" - 0 Material in Binder Course	28	Cu.Yd.	5.00	140.00
Furnishing and Placing Aggregates	40	Cu.Yd.	8.00	320.00
RC-3 Asphalt	4	Ton	42.00	168.00
120-150 Asphalt	3	Ton	40.00	120.00
RS-1 Asphalt	2	Ton	40.00	80.00
Class "B" Asphaltic Concrete	820	Ton	6.00	4,920.00
Asphaltic Concrete Traffic Markers	240	Lin.Ft.	0.75	180.00
				$ 31,477.50
Flagging (57½% of Contractor's Cost)	All	Required		600.00
Signing	All	Required		2,000.00
				$ 34,077.50

Type Code Y005
Roadside Improvement (Sta. 270+00 to Sta. 283+00)(Contract No. 5799)

Furnishing and Planting Trees	40 Only	$6.25	$ 250.00
Furnishing and Planting Shrubs	660 Only	2.55	1,683.00
Furnishing and Planting Vines, Bearberry	1,500 Only	0.32	480.00
Seeding Roadside Areas	1 Acre	190.00	190.00
Organic Fertilizer, 5-3-2	6 Cwt.	5.00	30.00
Sawdust	10 Unit	12.50	125.00
			$ 2,758.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$ 2,858.00
	Subtotal		$ 36,935.50
	10% Engr. & Cont.		3,693.50
	Total		$ 40,629.00

Length of Project - - - - 0.000 Miles

Federal Funds -	$ 37,000.00
State Funds -	3,629.00
	$ 40,629.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Note: Project agreement estimate contained extra work items for replanting and seeding various areas, which work is to be performed by Contract No. 5799.

There is no change in obligated Federal Funds.

Federal Aid
Project No. I-80N-1(13)5

Oregon State Highway Department

82ND AVENUE AND HASSALO STREET CONNECTIONS OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, August 25, 1960

Type Code 6201
Roadway (Sta. 270+00 to Sta. 283+00)(Contract No. 5626)

Clearing and Grubbing	All Required (90%)		$ 900.00
Removal of Pavement	5,800 sq.yds.	$ 0.40	2,320.00
Removal of Curbs	2,560 lin.ft.	0.15	384.00
Removal of Walks and Driveways	74 sq.yds.	0.60	44.40
Removal of Inlets	2 only	20.00	40.00
Drainage Excavation, Unclassified	525 cu.yds.	2.90	1,522.50
General Excavation, Unclassified	2,680 cu.yds.	0.80	2,144.00
Finishing Roadbed and Slopes	All Required (40%)		300.00
Furnishing and Placing Topsoil	1,260 cu.yds.	2.00	2,520.00
8-inch Sewer Pipe	170 lin.ft.	1.55	263.50
12-inch Sewer Pipe	580 lin.ft.	2.10	1,218.00
15-inch Sewer Pipe	440 lin.ft.	3.00	1,320.00
Extra for Pipe Under Pavement	55 lin.ft.	5.00	275.00
Concrete Inlets, Type "D"	1 only	90.00	90.00
Concrete Inlets, Type "G-1"	6 only	70.00	420.00
Concrete Manholes	4 only	215.00	860.00
Concrete Curbs	54 cu.yds.	34.65	1,871.10
Concrete Walks	40 sq.yds.	2.70	108.00
Salvaging and Reinstalling Guard Rail	980 lin.ft.	1.50	1,470.00
Reconstruction of Type 3 Fence	70 rods	14.00	980.00
Coarse Crushed Material in Base	2,070 cu.yds.	2.50	5,175.00
3/4" - 0 Material in Base	380 cu.yds.	2.70	1,026.00
Sprinkling	66 M-gals.	3.00	198.00
Preparation of Base	All Required (40%)		100.00
3/4" - 0 Material in Binder Course	28 cu.yds.	5.00	140.00
Furnishing and Placing Aggregates	40 cu.yds.	8.00	320.00
RC-3 Asphalt	4 tons	42.00	168.00
120-150 Asphalt	3 tons	40.00	120.00
RS-1 Asphalt	2 tons	40.00	80.00
Class "B" Asphaltic Concrete	820 tons	6.00	4,920.00
Asphaltic Concrete Traffic Markers	240 lin.ft.	0.75	180.00
			$31,477.50
Flagging (57½% of Contractor's Cost)	All Required		600.00
Signing	All Required		2,000.00
			$34,077.50

Type Code Y005
Roadside Improvement (Sta. 270+00 to Sta. 283+00)

Furnishing and Planting Trees	40 only	$ 7.00	$ 280.00
Furnishing and Planting Shrubs	660 only	3.00	1,980.00
Furnishing and Planting Vines, Bearberry	1,500 only	0.30	450.00
Seeding Roadside Areas	1 acre	350.00	350.00
Organic Fertilizer, 5-3-2	6 cwt.	5.00	30.00
Sawdust	10 units	14.50	145.00
			$ 3,235.00
Flagging (57½% of Contractor's Cost) All Required			100.00
			$ 3,335.00
Subtotal			37,412.50
10% Engr. & Cont.			3,740.50
Total			$41,153.00

Length of Project . . . . 0.000 Mile

Federal Funds -	$37,000.00
State Funds -	4,153.00
	$41,153.00

Note: Project Agreement Estimate contained Extra Work Items for replanting and seeding various areas, which work is to be performed by contract.

There is no change in obligated Federal Funds.

FORM E-90X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 14th, 1960

SUBJECT: Assignment 887 PMS
Bill for Cleaning up and Landscaping after Curb Construction
George H. Olson

To: I. A. DeFrance
Maintenance Engineer
State Highway Department
Salem, Oregon

Attn: John Phillips

Reference is made to your letter of October 4, 1960 regarding the subject assignment.

This occurrence was in connection with contract 5626, 82nd and Hassalo Street Connections, which project was under the supervision of the Metropolitan Division.

I enclose copies of letters from Mr. John Burton, Resident Engineer, Mr. E. E. Johnston, District Maintenance Superintendent, and Mr. Jay B. Boyd, Metropolitan Office Engineer, recommending that Mr. Olson's claim be denied and referred to the contractor, Warren Northwest, Inc.

Original signed by A. E. Johnson

A. E. JOHNSON
Division Engineer

AEJ:w
Encl.
cc: Lloyd Shaw

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 13, 1960

SUBJECT: Assignment #887-P.M.S.
Bill for Clean-up and Landscaping after Curb Construction
George H. Olson

To: Mr. A. E. Johnson
Division Engineer
Division I

In response to Mr. Stephenson's request for a report regarding a complaint by Mr. George H. Olson of 8300 N. E. Multnomah Street and the problems he encountered on the 82nd and Hassalo Street connections construction, we are enclosing a report from Mr. John Burton which explains the reasons for Mr. Olson's claim.

Mr. Burton explains that Mr. Olson failed to wait until the project was complete before finishing his planting. In the sequence of construction on this particular project binder rock accumulated along the curb and prior to paving had to be swept up. The broom probably threw a quantity of this binder rock on Mr. Olson's lawn.

We in this office feel that the construction activities were normal and that the claim as placed against the Highway Department should be disallowed. Any claims in regard to the contractor's activities should be directed to him.

Jay B. Boyd
Jay B. Boyd
Metropolitan Office Engineer

JBB/lh
Encl.
cc: John Burton

RECEIVED

FORM E-30X—50M—2-59—18190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 13, 1960

SUBJECT: Assignment #887-PMS
Bill for Cleaning Up and
Landscaping after Curb
Construction
George H. Olson

To:

Mr. A. E. Johnson
Division Engineer
Portland, Oregon

Herewith copy of a letter written by Mr. John H. Burton, Resident Engineer, on the 82nd and Hassalo Street Connections to the Banfield Freeway Contract No. 5626 for grading and paving which also involved curb construction. This is offered in explanation of circumstances which prompted Mr. George H. Olson to do work which he felt he should be reimbursed for.

Mr. Olson has been contacted regarding this. He claims that he smoothed up the area between the curb and sidewalk and planted grass seed because he didn't want to wait "forever on the contractor to do it". He understood that it was to be finished up as good as the original condition and he removed the rocks instead of waiting. He also claimed that the sweeper kicked rocks over onto his lawn clear back to the house, a distance which I paced off as fifteen (15) feet from the curb. He claimed it dulled his lawn mower and he raked all the rock off himself except what the contractor raked off from his driveway and sidewalk. He showed me the rock which appeared to be 1/2" - 1/4" crushed gravel. His place has a good appearance but the lawn in the parking has bare spots which he says was due to raking out rocks.

I concur in Mr. Burton's recommendation that this matter be referred to the contractor for his consideration in making a settlement with Mr. Olson.

ORIGINAL SIGNED BY E.E. JOHNSTON
E. E. Johnston
District Maintenance Superintendent

[illegible]

EEJ:bdn

Attachment

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2131 S.W. Scholls Ferry Road
Portland 1, Oregon

October 7, 1960

SUBJECT: Assignment #887-PMS.
Bill for cleanup after
Curb construction.

To: Mr. L.P. Shaw
Metropolitan Engineer
Oregon State Highway Department
Portland, Oregon

In regard to a letter received by the Highway Department from a Mr. Geo. H. Olson, billing the department for cleanup, landscaping, etc., the work referred to in the letter was on our contract no. 5626, 82nd and Hassalo St. Connections, Job Prefix 626-1043 in Multnomah County.

The area referred to in the bill is the parking strip remaining between the curb and the sidewalk after our street widening on N.E. Multnomah Street. Mr. Olson endeavored to level and plant this strip prior to completion of the project. The rocks referred to were first, the rocks encountered in curb excavation, then he became involved with the excess binder rock whipped off the street during the period the street was used prior to paving. Finally the broom used to sweep the street in preparation for the paving did unavoidably whip rocks onto this parking strip. Had Mr. Olson waited untill the completion of the project before planting his parking, he would have had less difficulty. However if any part of this claim is believed valid, it should be referred to Warren Northwest Inc., the prime contractor on the project.

John H. Burton
John H. Burton
Resident Engineer

cc: Mr. E.E. Johnston

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1960

SUBJECT: Assignment #887-PMS
Bill for Cleaning Up and
Landscaping after Curb
Construction
George H. Olson

To:

887

Mr. A. E. Johnson
Division Engineer
Portland, Oregon

Attached is a copy of a letter dated September 27, 1960, from George H. Olson, 8300 N. E. Multnomah Street, Portland 20, Oregon, in which he bills us in amount of $30.00 for removing rocks, preparing ground and seeding, etc., following some curb construction in front of his property which he claims is our responsibility.

Kindly have this matter investigated to determine our obligation, if any, and favor us with a report and your recommendation at your early convenience.

John A. Phillips
John A. Phillips
Assistant Maintenance Engineer

JAP:jre
Enclosure

cc: P. M. Stephenson ✓
E. E. Johnston

NOTED
P. M. STEPHENSON

R[illegible]
1960
[illegible]

8300 N. E. Multnomah St.
Portland 20 Oregon

Sept. 27th 1960

State Highway Department Dr

Geo. H Olson 8300 N. E. Multnomah St Portland 20 Oregon

Labor in removing rocks from curb strip, preparing ground, seeding and purchase of grass seed

Labor 5 hrs	$15.00	
Seed	3.00	
Labor in cleaning rocks from lawn 3 hrs	9.00	Explanation following.
Repairs on lawn mower	3.00	
	$30.00	

In explanation of the first; The work on this improvement left the torn up curb strips in a condition that was an eyesore and a source of dirt and dust that became unendurable. So I did something about it. It entailed the removal of rocks that had been dumped in as refill behind th the new curb, preparing the ground and reseeding.

Thelatter work was the result of a most stupid thing on the part of the crew clearing the gravel preparatory to the paving. A high speed sweeper came along andstrewed rocks all over the newly seeded strip, the front lawn clear up to the front steps. Raking out rocks was first essential, mowing lawn ruined theblades on mower.

Geo H Olson
Geo. H. Olson

RECEIVED
SEP 28 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1960
FOR FILING

1-80N 1(13)5

5626

September 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 18, 1960, on Contract No. 5626, 82nd Ave. and Hassalo St. Connections Section, in Multnomah County, in connection with Federal Aid Project No. I-80N-1(13)5.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
JUN - 3 1960
FOR FILING
I 80N-1(13)5

5626

June 2, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the installation and moving as required of temporary signs and barricades on the 82nd Avenue-Hassalo St. Connection Section of the Columbia River (Banfield Freeway) Highway in Multnomah County, Contract No. 5626, in connection with Federal Aid Project No. I-80N-1(13)5.

This work is necessary for the direction and guidance of traffic during construction. It does not relieve the contractor from his responsibility to furnish and maintain lights, warning signs and barricades for the safety of traffic and workmen.

The directional signs and barricades are to be furnished to the contractor by the State without cost. He is to install, maintain, and to move them as necessary for the best co-ordination with construction to maintain traffic flow.

This order has been verbally approved by the BPR Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
[illegible] - 1960
FOR FILING
5626

When replying, refer to:
08-23.4-2A

408 State Highway Building
Salem, Oregon

May 6, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-1(13)1
82nd Ave.-Hassalo Street
Connection
Order for State Force Work

Dear Sir:

Reference is made to your letter dated May 2, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FPM 21-4.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Orig
Porter

FILED

RECEIVED
MAY 3 - 1960
FOR FILING
I-80N-1(13)5
5626

A

May 2, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 271 covering planting trees, shrubs, etc., and reseeding lawn areas on the 82nd Avenue-Hassalo St. Connection Section of the Columbia River (Banfield Freeway) Highway in Multnomah County, Contract No. 5626, in connection with Federal Aid Project No. I-80N-1(13)5.

The contractor is expected to complete his work by mid-August. The planting and lawn reseeding should not be done until November. It is proposed to do this by State forces and not hold the contractor's final payment, and as the amount is too small to be done under separate contract. The State has the necessary equipment and experienced crews to do the work in the most economical manner. The amount is too small to be done by separate contract. This has been verbally approved by the B.P.R. Highway Engineer

The total estimated amount of the order is $2,713.00 with Federal participation of $2,440.00

Your approval of this order under the provisions of PPM 21-4.3 on the basis of actual cost is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:sw

RECEIVED
APR 13 1960
FOR FILING
I-80N-1(13)5
5626

A

April 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the 82nd Avenue-Hassalo Street Connections Section of the Columbia River (T. H. Banfield Freeway) Highway in Multnomah County, Contract No. 5626, in connection with Federal Aid Project No. I-80N-1(13)5.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lt

Encl.

FORM E-183

A

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APR 11 1960
FOR FILING
-80N-1(13)5
5626

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY,
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 11, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5626, awarded March 15, 1960, for grading-paving the 82nd Avenue and Hassalo St. Connections on the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
APR - 8 1960
FOR FILING
I-80N-1(13)5

5626

April 8, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 4, 1960, on Contract No. 5626, 82nd Avenue-Hassalo Street Connections Section, in Multnomah County, in connection with Federal Aid Project No. I-80N-1(13)5.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

A

RECEIVED
APR 15 1960
FOR FILING
I. RON 1035
5604

March 15, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland 13
Oregon

Gentlemen:

The State Highway Commission on March 10, 1960, accepted your proposal for the 82nd Avenue and Hassalo Street Connections to the Columbia River Highway (Banfield Freeway) in Portland, Multnomah County, for the sum of $59,403.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5626.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

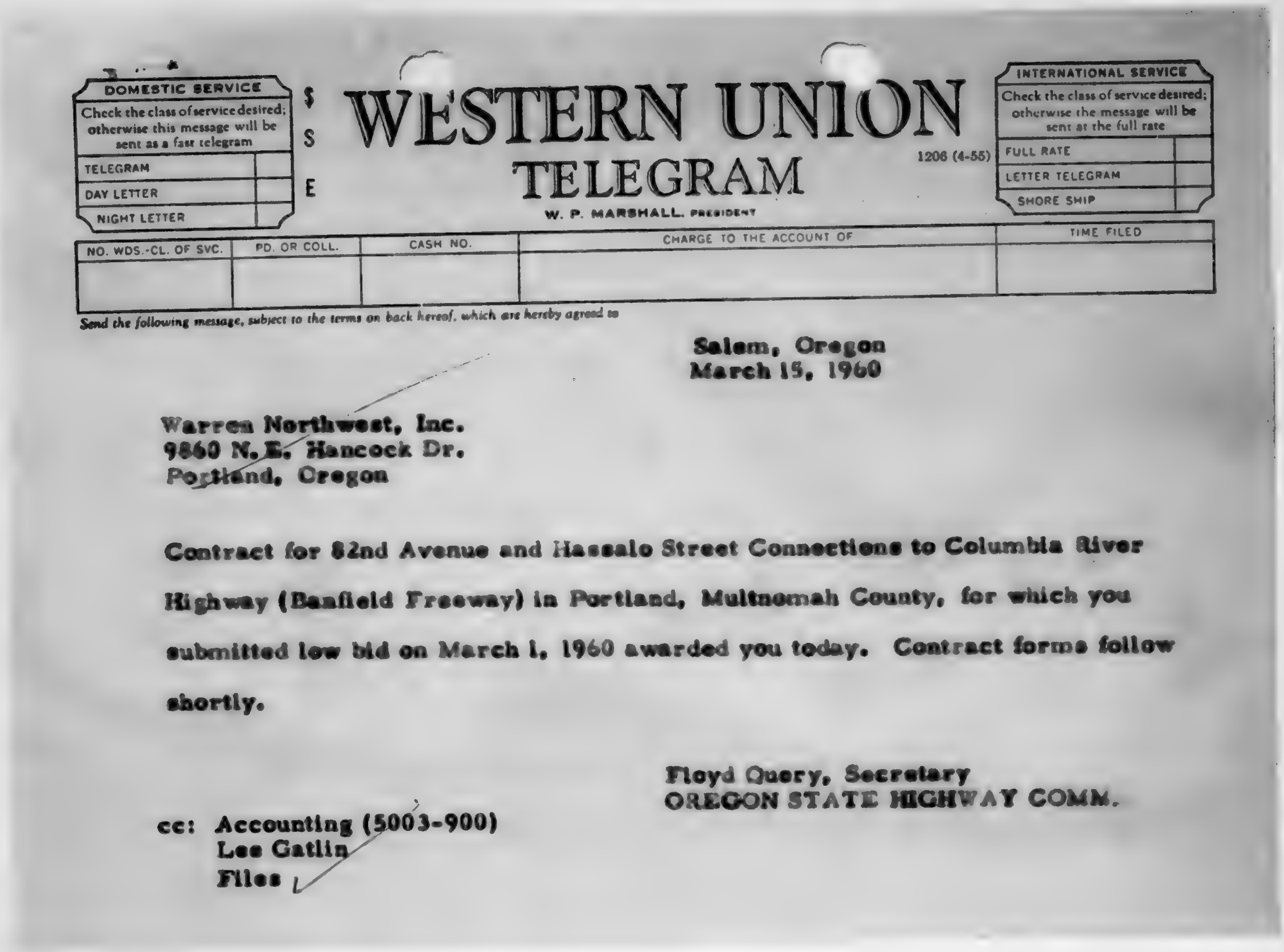
dc
cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc.,
Seattle 1, Washington

Daily Journal of Commerce
Seattle 4, Washington

Daily Journal of Commerce
Portland, Oregon

NOTED
J. Mc C.



DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 15, 1960

Warren Northwest, Inc.
9860 N.E. Hancock Dr.
Portland, Oregon

Contract for 82nd Avenue and Hassalo Street Connections to Columbia River Highway (Banfield Freeway) in Portland, Multnomah County, for which you submitted low bid on March 1, 1960 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Lee Gatlin
Files

A

RECEIVED
MAR 16 1960
FOR FILING

I 80N 1(13)5

When replying, refer to
00-35.1

408 State Highway Building
Salem, Oregon

March 15, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-80N-1(13)5, 82nd Ave. and Hassalo St. Connections, Banfield Freeway in Portland, we hereby concur, as of this date, in award of Contract No. 5626 to Warren Northwest, Inc., of Portland, Oregon, low bidder in the amount of $59,403.00 at the March 1, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

RECEIVED
MAR 15 1960
FOR FILING

I-80N-1(13)5

5626

March 15, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving connections to the Banfield Freeway at 82nd Ave. and Hassalo Streets in Multnomah County, Project I-80N-1(13)5, to Warren Northwest, Inc., on the basis of the bid of $59,403.00 submitted on March 1, 1960.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

R

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7 1960
FOR FILING
I-80N-1(13)5

When replying, refer to
5626 08-35.4

408 State Highway Building
Salem, Oregon

February 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-1(13)5, 82nd Ave. and Hassalo St. connections to Columbia River Highway in Multnomah County.

It does not appear that the 12" sewer line extending from "N" line Station 274+20 to "WE" line Station 2"35 will be eligible for Interstate funds.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

By: D. M. Emrich
Acting Division Engineer

Orig. Banter

I-5-1(8)46 Evans Cr.-Homestead Sec. 1960
Pacific Hwy.(Grad & Const.
#5627 3 conc. struc.) [redacted]

C & A 2160 10-29-39

RECEIVED
APR 3 - 1963

FOR FILING

I-[illegible]-1( )4

5637

April 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of reclaim voucher for the Evans Creek-Homestead Section, Project No. I-5-1(8)46 in the amount of $601.29.

Your reasons for disallowing this item was that our records did not include sufficient information to determine how much flagging cost was properly chargeable to the Depot Street Crossing. The remaining flagging is at a county road crossing and considered not eligible for Federal Aid.

An inquiry was made to the Resident Engineer as to a breakdown of costs between the two areas. His statements and a copy of the contractor's force account record is being forwarded with this voucher.

Accordingly, we request your review of this information and hope it is sufficient to permit reimbursement for the reclaim item.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
FEB 6 - 1963
FORM E-30 50M 5-62 43908
FOR FILING
5627

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1963

SUBJECT: Evans Creek-Homestead Section
Contract No. 5627

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

The attached (undated) copy of letter from Otis P. Jordan of Pacific Concrete Company, subcontractor, to Roy L. Houck Sr., of Roy L. Houck Sons' Corporation, prime contractor, is, at the moment, considered to be an affair between the two.

The last workday charge on this project was on July 3, 1961. A total of 200 days was charged and this resulted in 5 days over the 195 originally assigned.

Copies of subsequent correspondence and documents are attached as follows:

1. Contractor's request for increase (5 days) in number of workdays dated July 6, 1961.

2. Letter of July 14, 1961 from L. R. Chandler recommending no extra workdays.

3. Letter of August 7, 1961 from Tom Edwards to Forrest Cooper recommending denial of claim.

4. Letter of August 14, 1961 from W. C. Williams to Commission recommending denial.

5. Letter of September 15, 1961 from Commission to Houck denying request.

6. Letter of July 2, 1962 from Otis P. Jordan to Houck submitting claim.

7. Letter of July 18, 1962 from F. D. Morgan (F. B. Klaboe) to Houck denying justification of claim.

Jordan is threatening Houck with court action
due to liquidated damage claim of O.S.H.D.
No further action needed by State at this time.

NOTED
LLOYD P. SHAW
2-5-63 Shaw

The above covers the overall findings. More detailed information on findings can be furnished if required. I trust this will give you the "picture".

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

GLD:fp

Enc.

RECEIVED
JAN 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
January 18, 1963

Evans Creek-Homestead Section
Contract 5627

Mr. D. J. Barbee
Assistant Construction Engineer
Building

Herewith is a copy of a letter from Otis P. Jordan of Pacific Concrete Company, to Roy Houck, Sr., in regard to claims to Contract No. 5627.

You scanned this letter in my office but perhaps you will want a copy as a "memory refresher".

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

Law

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons Corporation
1585 20th Street, N. E.
Salem, Oregon

Re: Evans Creek-Homestead Section Contract No. 5627

Dear Sir:

In reply to Mr. F. D. Morgan's letter (by F. B. Claboe) dated July 18, 1962, regarding the Evans Creek Homestead Section, we wish to make the following observations with respect to Item No. 22, Structural Excavation, and with respect to Item No. 24, Class B concrete. We have checked our daily dairy and find that Mr. Morgan is absolutely correct; hence no claim will be filed on these two items. However, with regard to Item No. 3, liquidated damages are in the total amount of claim, $1,000.

While it is correct that we did not begin work on the Evans Creek bridge site until nearly five months after the award of the contract, we were told by certain members of the Oregon Highway Department to concentrate on the Rogue River structures because of the long time limit. We completed the work on the Rogue River structures approximately 100 days ahead of schedule; therefore permitting the entire sections of the highway to be opened approximately 100 days early. If we had concentrated on the Evans Creek structure we could easily have completed it within the required work days, but because of the pleadings and urging of certain officials of the Highway Department we went ahead with vigor to complete the Rogue River structures.

We therefore feel that we have justification in this claim, and are prepared to take the same to the Courts of Oregon to decide the validity of this claim; and, if we have not heard from you within thirty days from your receipt of this letter, we shall presume you have no intention of settlement, and will therefore file suit.

Very truly yours,

PACIFIC CONCRETE COMPANY

Otis P. Jordan
President

OPJordan/jmo' c

COPY

NOTED
R.L PORTER

1-8.4-E-2

July 18, 1962

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Evans Creek-Homestead Section
Contract No. 5627

Dear Mr. Houck:

About two weeks ago we received a copy of a letter from Otis P. Jordon, Jr., of the Pacific Concrete Company, subcontractors for you on this project. In this letter Mr. Jordon made claims against this contract as follows:

1. Item 22 - Structural Excavation: Total amount of claim $1,804.13

This is a claim for an underrun of the item. The bid quantity was 1030 cubic yards where the net amount paid for material removed was only 467.46 cubic yards. The contractor contends that the plan change which resulted in this reduction of material under this item materially increased his mobilization costs per yard of material removed. Our field engineers report that the reduction in quantities was made at the request of the contractor. Involved here was the footings for the Ward Creek Culvert. These footings were constructed in a very hard cemented gravel. Because of the difficulty of excavating in this cemented gravel strata Mr. Otis Jordon and Mr. Vern Glidden of the Pacific Concrete Company met with Mr. L. E. Allen and Mr. Roy Norton of the Oregon State Highway Department on April 25, 1962, and requested a change consisting of raising the footings so that they would not have to continue digging in this extremely hard cemented gravel strata. After a thorough investigation it was determined that raising the footings was a feasible operation and in order to save money for both the contractor and the State a decision was made to follow the contractor's recommendation.

This claim is, therefore, unworthy as it was done to benefit the contractor as well as the State at the contractor's expressed request.

K

CB B
M

⑦

2. Item 24 - Class B Concrete: Total amount of claim $545.69

This claim is tied in with Claim #1 listed above. It follows that when the amount of excavation for the footings was reduced, the quantity of concrete required for the footings, itself, would also be reduced. The claim is rejected for the same reasons stated under #1 above.

3. Liquidated Damages: Total amount of claim $1,000.00

This contract was charged a total of five (5) days liquidated damages at the prescribed rate of $200.00 per day for a total amount of $1,000.00. We have acted on this request for an extension of time in the past and no information is presented here that had not been presented in support of your past requests.

We are informed by our Resident Bridge Engineer that the contractor did not begin work on the Evans Creek Bridge site until nearly five (5) months after the award of the contract. This act of delaying the beginning of the work tended to throw the major structure work into a period of time when high water and flash floods could be expected. Furthermore, we were quite lenient in not charging worktime against this contract between March 1 and April 17, 1961, as the result of possible high water and during this period the contractor was able to complete most of the forming and reinforcing steel placement in all spans except the span over Evans Creek.

We do not believe that there is any justification in this claim presented by the Pacific Concrete Company.

Very truly yours,

F. D. Morgan
Construction Engineer

By

F. B. Klaboe
Assistant Construction Engineer

FBK:bfh
cc: Pacific Concrete Co.

R. L. Porter
L. I. Lindas
I. D. Merchant
L. R. Chandler

PACIFIC CONCRETE COMPANY
P. O. BOX 7646
PORTLAND 20 OREGON

COPY

July 2, 1962

Roy L. Houck Sons' Corporation
1585 20th Street N. E.
Salem, Oregon

CONSTRUCTION DIVISION
RECEIVED
JUL 3 1962
NOTED-☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Re: Evans Creek-Homestead Section
Contract No. 5627

Gentlemen:

In reference to the above project: we respectfully submit the following claims:

Item No. 22 Excavation: The quantity as shown in the bid item was 1000 c.y. The footing was raised and only 467 c.y. excavation was paid for. While we acknowledge the right of the State to make plan changes. We wish to call your attention to the fact that the plan change caused an increase in our cost of structural excavation.

Our costs for this item are below:

Our costs	$2,909.96
Allowance 15%	436.49
	$3,346.45
We were paid for 467.43 cu. yds @ 3.30 per c.y.	1,542.32
Claim for difference	$1,804.13

This cost does not include mobilization but only represents the difference in our cost and the amount paid by the State. It is our contention that the plan change lowered our pay item while our cost thereof remained relatively fixed. We submit our detailed cost figures in support of our claim.

Item No. 24: Plan change caused decrease in quantity and our cost thereof. Contract amount 550 cu. yds.

Amount paid - 125 cu. yds @ $19.00 per cu. yd.		$2,375.00
Cost thereof:		
Labor	$610.74	
Payroll taxes 8.84%	53.99	
Concrete	1,875.00	
	2,539.73	
15% allowance	380.96	
Total		2,920.69
Amount of Claim		$545.69

⑥

Roy L. Houck Sons' Corporation
July 2, 1962

Page - 2 -

In regards to the item of liquidated damage which has been charged to us in the sum of $1,000, we feel that such charge is improper and we object to the charge.

Our primary objection is based on the overall intent of the liquidated damage provision in the State Contract. That is there was no delay or inconvenience to the State or anyone else. The contrary is the fact from our overall work for the State in this area. The State wanted us to devote our attention to the completion of the Twin Bridges over the Rogue River. This was done by us at our additional cost, expense and inconvenience. We completed the Twin Bridges 101 days before the alloted work days and the State and other contractors used the bridges before they were accepted by the State. This operated to expedite the overall work in this area and to be a benefit to the State and public, both in money and convenience.

In addition to the foregoing, the Evans Creek Bridge was damaged by high water which was an Act or God and which served to disrupt our work schedule.

In any event, we believe that liquidated charge against us is unwarranted under the overall circumstances and will resist any such charge. If anything, we believe the State should pay us extra compensation on the Rogue River Twin Bridges contract.

COPY

Yours truly,

PACIFIC CONCRETE COMPANY

By Otis P. Jordan, Jr.
Otis P. Jordan, Jr.

OPJ:ew

cc: Oregon State Highway Department

RECEIVED
JUL - 3 1962
OREGON
STATE HIGHWAY COMMISSION

1-8-4-E-2

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 15, 1961

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 15, 1961, had under discussion your request for an increase of 5 additional workdays from 195 days to 200 days within which to complete your contract #5627, without the assessment of liquidated damages, for grading-structures on the Evans Creek-Homestead Section of Pacific Highway in Jackson County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
A. L. Chapman
Tom Edwards ✓
Bureau of Public Roads
R. L. Porter
C. H. Maison

CONSTRUCTION DIVISION
RECEIVED
SEP 18 1961
NOTED: Y.B.

(5)

1-8-4-E-2

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 14, 1961

Request for extension of time
No. 2
September 15, 1961 meeting

Oregon State Highway Commission

Gentlemen:

The contractor on the Evans Creek-Homestead Section of the Pacific Highway, Contract No. [illegible], Roy L. Houck Sons' Corporation, has requested that his work time be increased five days from an original allocation of 195 days to 200 days without the assessment of liquidated damages.

This request is based on an allegation that Highway Department officials instructed his subcontractor, Pacific Concrete Company and Otis P. Jordan, Jr., to concentrate efforts on another project at the expense of this one. We can find no one in the Highway Department who has made this request and, therefore, recommend that the above request be denied.

This matter will be on the agenda for the September 15 meeting.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

cc Tom Edwards ✓
C. H. Maison

CONSTRUCTION DIVISION
RECEIVED
AUG 1[illegible] 1961
NOTED--

(4)

Salem, Oregon
August 7, 1961

Evans Creek-Homestead Section
Contract No. 5627

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

The contractor on this section, Roy L. Houck Sons' Corporation, has requested that the workday time be increased 5 days from 195 days to 200 days without the assessment of liquidated damages. The reason given to support this request is that his subcontractor, Pacific Concrete Company and Otis P. Jordan, Jr., concentrated their efforts on the Rogue River crossing structures at Homestead in order that they would not interfere with the future concrete paving work that Houck was required to do on another contract. By concentrating their work on the Homestead structure exclusively, the structures on this contract were delayed causing the contract to overrun a total of 5 days.

The contractor alleges that someone in the Highway Department requested that this maneuver be followed and that we should therefore give him the time extension requested. I have checked with Bridge Department personnel and with our personnel and can find no one who admits to requesting this procedure.

Under these circumstances, it is recommended that the request for extension be denied. A rough draft of a letter to the Commission is enclosed.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

B

③

FORM E-20 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 14, 1961

SUBJECT: Evans Creek-Homestead Section
Contract No. 5627
Pacific Highway

To: Tom Edwards
Construction Engineer

Herewith unapproved contractors request for increase in number of work days to complete the Evans Creek-Homestead Section, Contract No. 5267 Pacific Highway. The contract overran four days.

I believe it to be true that the Pacific Concrete Company, sub-contractors, emphasized their work on the Rogue River Bridges at Homestead so that they could clear their job area which Mr. Houck is now using as a stock pile, patch plant, shop, and office area. It should be noted that the paving contractor which Mr. Houck states in his request "Needed our work area", is also Mr. Roy L. Houck. His statements that the Highway Department requested that effort be placed on the Rogue structure to assure scheduled completion of the Highway is not correct as far as this office and the resident engineers are concerned, but may have been done by some responsible person in our Salem organization. ?

Based on the known facts it is not known as to whether or not a contractor was requested to deferred work on the Evans Creek Project. This request is disapproved.

L R Chandler
L. R. Chandler
Ass't Division Engineer

lf
Enclosure

REFERRED TO
By Ass't. Construction Engineer

②

E-320 (Rev.)-5M-5-60

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 6, 1961

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 195 days to 200 days, within which to complete our Contract No. 5627, without the assessment of liquidated damages. The said contract is described as follows:

Evans Creek-Homestead Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (Subcontractor--Pacific Concrete Company and Otis P. Jordan, Jr.) revised work so All efforts were concentrated on Rogue River twin structures due to the fact that the paving contractor needed our work area for his stockpile and paving plant. Also, the Highway Department requested that effort be placed on these Rogue structures to assure scheduled completion on the highway from Rogue River to Rock Point.
Due to the above factors, the Rogue River twin structures (Contract #5568) were completed with time remaining, while the Evans Creek structure (Contract #5627) ran short of time.

Respectfully submitted,

ROY L. HOUCK SONS' CORPORATION
Contractor

By Roy L. Houck

CONSENT OF SURETY

Date July 12, 1961

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby Attorney-in-fact

Richard V. Grimes
Richard V. Grimes Resident Agent R.V.G.

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5627 Contractor Roy L. Houck Sons Corp.

Highway Pacific

Section Evans Creek-Homestead

Kind of Work Grading & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows: Not one in the Highway Department requested the subcontractor to concentrate his work on the Homestead structures at the expense of the structures on this project.

Recommended for Approval:

F. D. Morgan
Division Engineer

W J Klaboe
Construction Engineer or Bridge Engineer

Forrest Cooper
State Highway Engineer

Contract No.	5627
Project designation (State-Federal)	I-5-1(8)[illegible]
Date awarded	[illegible]
Work started	[illegible]
Per cent completed (Date)	100% July 3, 1961
No. of Workdays Allowed	195
No. of Workdays Used	200
No. of Added Workdays Requested	5

State Printing 4939

RECEIVED
FEB 7 - 1963

FOR FILING
[illegible] (8)46
5627

477 Cottage Street, N.E.
Salem, Oregon

January 29, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

L. R. Backlund
Administrative Manager

Oregon Project I-5-1(8)46
Evans Creek-Homstead Section
Voucher No. 16-Final
Net amount claimed $55,949.00

The subject voucher has been approved in the reduced amount of $54,267.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Nos. 1, 2, 3, and 4:

Total amount of deduction	$1,821.81
Federal-aid pro-rata	92.34%
Net deduction, in even dollars	1,682.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attachment

RECEIVED
JAN 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-6-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 2 - 1963

FOR FILING 11-61

5627

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1962

SUBJECT: Evans Creek Bridge and
S. P. Overcrossing

To: Mr. R. L. Porter

NOTED
R. L PORTER

In our agreement with the Southern Pacific Company the estimate of reimbursable costs was set up at $19,305. The agreement provides that the State is not obligated to reimburse the railroad for sums in excess of this amount provided no supplemental agreement has been entered into. We have never received the final billing on this project and have been rather embarrassed in that we cannot final the job out because of flagging costs accruing to the contractor.

I discussed this with Mr. Kendrew by telephone. He says that he has now received the final billing in a total amount of $30,240.02. We have paid on partial estimates $10,137.13, so that their final payment under the total billing would be $20,102.89. Of this total amount their flagging costs were $9,212.75.

Technically, I suppose, we would not be obligated to pay in excess of the original estimate, but unquestionably the railroad was put to this expense, and I believe in equity we should go ahead with a supplemental agreement to clear the excess expenditure. An agreement would be needed both to clear the payment with our auditor and with the Bureau of Public Roads. The amounts given above are from our telephone conversation and should be checked against the final billing which should be in in a day or so.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

NOTED
R. L PORTER

FORM E-123X 100M 4-62

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
[illegible] 1962
FOR FILING

5627

July 18, 1962

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Evans Creek-Homestead Section
Contract No. 5627

Dear Mr. Houck:

About two weeks ago we received a copy of a letter from Otis P. Jordon, Jr., of the Pacific Concrete Company, subcontractors for you on this project. In this letter Mr. Jordon made claims against this contract as follows:

1. Item 22 - Structural Excavation: Total amount of claim $1,804.13

This is a claim for an underrun of the item. The bid quantity was 1000 cubic yards where the net amount paid for material removed was only 467.43 cubic yards. The contractor contends that the plan change which resulted in this reduction of material under this item materially increased his mobilization costs per yard of material removed. Our field engineers report that the reduction in quantities was made at the request of the contractor. Involved here was the footings for the Ward Creek Culvert. These footings were constructed in a very hard cemented gravel. Because of the difficulty of excavating in this cemented gravel strata Mr. Otis Jordon and Mr. Vern Glidden of the Pacific Concrete Company met with Mr. L. R. Allen and Mr. Roy Norton of the Oregon State Highway Department on April 25, 1960, and requested a change consisting of raising the footings so that they would not have to continue digging in this extremely hard cemented gravel strata. After a thorough investigation it was determined that raising the footings was a feasible operation and in order to save money for both the contractor and the State a decision was made to follow the contractor's recommendation.

This claim is, therefore, unworthy as it was done to benefit the contractor as well as the State at the contractor's expressed request.

2. Item 24 - Class B Concrete: Total amount of claim $545.69

This claim is tied in with Claim #1 listed above. It follows that when the amount of excavation for the footings was reduced, the quantity of concrete required for the footings, itself, would also be reduced. The claim is rejected for the same reasons stated under #1 above.

3. Liquidated Damages: Total amount of claim $1,000.00

This contract was charged a total of five (5) days liquidated damages at the prescribed rate of $200.00 per day for a total amount of $1,000.00. We have acted on this request for an extension of time in the past and no information is presented here that had not been presented in support of your past requests.

We are informed by our Resident Bridge Engineer that the contractor did not begin work on the Evans Creek Bridge site until nearly five (5) months after the award of the contract. This act of delaying the beginning of the work tended to throw the major structure work into a period of time when high water and flash floods could be expected. Furthermore, we were quite lenient in not charging worktime against this contract between March 1 and April 17, 1961, as the result of possible high water and during this period the contractor was able to complete most of the forming and reinforcing steel placement in all spans except the span over Evans Creek.

We do not believe that there is any justification in this claim presented by the Pacific Concrete Company.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: Pacific Concrete Co.
R. L. Porter ✓
L. I. Lindas
I. D. Merchant
L. R. Chandler

RECEIVED
MAY 14 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5627

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 11, 1962

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Evans Creek-Homestead Section
Contract No. 5627

Dear Mr. Houck:

A short time ago we had a meeting in the Construction Department offices during which time you presented a claim on this project for 57½% of flagging costs incurred at a county road crossing. The total claim against the State for this flagging cost amounted to $1,436.76. At that time, we informed you that from an engineering standpoint we would deny the claim, but that we would also check with our Legal Department concerning both the language in the specifications and the possibility that we had prejudiced the specification by the payment of part of the flagging in this case.

Our records reveal that we did pay you a total of $779.64 under the 57½% regulation included in our Special Provisions for flagging across this county road. This payment was made by the Resident Engineer erroneously, and subsequent payments were stopped. We did not at that time attempt to reclaim this money from you.

Our Legal Department informs us, however, that our action in this case cannot constitute a legal justification for approving the remainder of the flagging costs. We also call your attention to Article 1.7.23 of the Standard Specification which provides, in part, that no "payment for. . . any part of the work. . . shall operate as a waiver of any portion of the contract." Under the circumstances, we must reiterate our stand that the flagging involved in this case was beyond the project limits and is, therefore, non-eligible for payment under the Special Provisions.

Very truly yours,
F. D. Morgan
Construction Engineer
By
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
MAY 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:bjh
cc: R. L. Porter
L. I. Lindas
L. R. Chandler

RECEIVED
MAY 11 1962
FOR FILING

5627

FORM E-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1962

SUBJECT: Evans Creek-Homestead Section
Contract No. 5627

To: Mr. F. D. Morgan
Construction Engineer
Office

Attention F. B. Klaboe

In reply to the inquiry in your inter-department letter dated May 4, 1962, it is our opinion that this claim for flagging costs in the amount of $1,436.76 is ill-founded from a legal standpoint.

It is noted that, according to Item No. 3 of your letter, the special provisions state that if the contractor uses the State supplied borrow areas, "all costs involved in the acquisition, development, construction, and maintenance of haul routes from the said borrow area shall be borne by the contractor." In the absence of some contrary provision in the special provisions, there appears to be no reason why it should have been intended that such costs would be borne by the State, in the event that the contractor elected to use his own borrow areas, as was in fact done here. Flagging costs might well be included within the above provisions requiring the contractor to bear "all costs involved in . . . maintenance of haul routes," although the "involvement" would be indirect.

The portion of the special provisions whereby the State agrees to pay 57-1/2 per cent of flagging costs for flagmen required to safeguard traffic passing "through and by the project" appears, by its own terms, to exclude the flagging costs involved here, which we understand to have been incurred wholly outside the project area.

Under Article 1.4.7 of the Standard Specifications, referred to in the circular letter of August 26, 1960, the contractor is expressly required to make adequate and thorough provision for traffic, including the furnishing of flagmen where necessary, on such private and public roads "as are traversed, crossed or interfered with in any way by the new construction." In the absence of anything contrary in the special provisions, it is our belief that Article 1.4.7 includes flagging expense on haul roads. See also Article 1.7.9.

Thus, there seems no basis whatever for this claim under the terms of the contract, and the only real question is whether we are precluded from relying on the terms of the contract by our action in paying for part of these flagging costs, before our engineer was advised not to do so.

It is believed that our conduct in making such partial payment might give rise to an estoppel, precluding us from now relying on the terms of the contract, had our action in making such payment led the contractor to change his position to his detriment. However, it appears that the contractor was obliged to furnish the flagmen in question in any event, and hence he could not have been induced to do anything additional by reason of his belief that we would bear a portion of the cost. That is, although our conduct may have misled the contractor as to our intentions regarding these costs, such misleading did not induce him to change his position in any way. Hence, one of the essential elements of an estoppel is missing, and there accordingly appears to be no legal justification for this claim.

Also, it is believed that we are protected in this instance by Article 1.7.23 of the Standard Specifications, which provides in part that no "payment for. . . any part of the work. . . shall operate as a waiver of any portion of the contract."

We assume that although the flagging work in question was performed during June and July of 1960, this claim was presented within the time limitations of the special provisions.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: R. L. Porter
L. R. Chandler
L. I. Lindas

RECEIVED
MAY 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 1962
FORM E-30X—50M—6-61—36682

FOR FILING
I-5-1(8) 46

5627

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1962

SUBJECT Evans Creek-Homestead Section
Contract No. 5627

To:

Mr. L. I. Lindas
Chief Counsel
BUILDING

We have a claim on this project for flagging costs for crossing a county road in the total amount of $1,436.76. A copy of the narrative report submitted by the contractor to support this claim is attached. The pertinent facts are listed below:

1. Contract awarded March 21, 1960. State-furnished borrow areas were provided in this contract.

2. The contractor elected to use his own borrow areas to furnish the material needed. His borrow areas required him to haul across a county road and the tracks of the Southern Pacific Railroad before reaching the project right of way lines. The identical conditions would have prevailed had he elected to use the State-furnished areas.

3. The special provisions state in part that should the contractor use the State supplied areas, "all costs involved in the acquisition, development, construction, and maintenance of haul routes from the said borrow area shall be borne by the contractor." (See Paragraph c, page 7a.)

4. The special provisions also state that the State shall pay for 57-1/2 per cent of the flagging costs applying "to flagmen and pilot car operators furnished by the contractor for the purpose of safeguarding traffic passing through and by the project while said project is under construction. (See yellow page no. 1 of Additional Special Provisions issue of July 15, 1959.)

5. The resident engineer paid the contractor the sum of $779.64 (not $1,286.39 as stated in the contractor's narrative) for 57-1/2 per cent of flagging costs across said county road.

6. Subsequent to this payment, the Construction Department was appraised of the situation and instructed the engineer to cease any further payment for this work. The $779.64 was not reclaimed from the contractor.

7. The contractor informed us that he would claim for 57-1/2 per cent of the flagging costs not paid, which he has as per his narrative.

The contractor states that he was paid 57-1/2 per cent of his flagging costs on past projects. This is true on one contract -- the Ontario-Idaho State Line grading contract number 5298. He further states that this and other precedents plus the action of paying for costs for part of the work on this job substantiate our liability. I believe he also questions our interpretation of the meaning of the quote listed under number 4 above.

On August 26, 1960 (as a consequence of this controversy) we issued a circular letter setting forth our interpretation of the matter. A copy of this letter is enclosed.

It is our opinion that the claim should be denied even though we erred in paying for this type of flagging on other jobs and on this job.

Please advise your opinion on this matter.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

Enc.

cc R. L. Porter ✓
L. R. Chandler

RECEIVED
MAY 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 1962
FOR FILING
[illegible]

5627

April 3, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5627, awarded to Roy L. Houck Sons' Corp., for grading-structures on the Evans Creek-Homestead Section of Pacific Highway in Jackson County.

This contract was completed on July 3, 1961, but has not as yet been accepted by the Commission. Final payment in the amount of $16,541.93 will be released to the contractor after acceptance by the Commission. The total contract amount is $701,231.06, of which amount $1,457.62 represents force account items.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

RECEIVED
20 1962
FOR FILE
Jun
5627

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 19, 1962

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

Copy To
Young
3-20-62

SUBJECT: Oregon Project I-5-1(8)46
Evans Creek-Homestead Section of the Pacific Highway

Reference is made to your letter of March 15, 1962 concerning Evans Creek-Homestead Section of the Pacific Highway, Oregon Project No. I-5-1(8)46, State Contract No. 5627.

The subject project was accepted by this office as of August 1, 1961 pending receipt of the State's certification of the materials incorporated into the project. The certification was received on November 15, 1961.

RECEIVED
MAR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1962
FOR FILING

5627

March 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Acceptance of Project

It is requested that we be advised by letter the date of acceptance by the Bureau of Public Roads of the following project:

> Evans Creek-Homestead Section of the Pacific Highway in Jackson County, grading and structures, Project No. I-5-1(8)46, State Contract No. 5627.

If the project has not been accepted by the Bureau of Public Roads, please advise us of the conditions necessary for your acceptance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
JAN 24 1962
FOR FILING

5627

January 24, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

This is to advise you that work was completed July 3, 1961 on the Evans Creek-Homestead Section in Jackson County, State Highway Contract No. 5627.

Agreement with your company is involved in connection with work on this project. May we have the final bills for railroad work so we can close the contract?

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
cc: Mr. C. H. Maison

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 8, 1961

Section Evans Creek - Homestead

Kind of work Grading & Structures

Highway Pacific County Jackson

Section prefix 615-1071

Contractor Roy L. Houck Sons' Corporation

Contract number 5627

Date of contract March 21, 1960

Specified work days 195

Date work started March 8, 1960

Work days used 200

Project authorization $858,141.56

Exclusive of engineering $797,118.16

Per cent of time elapsed 103 %

Estimated cost of completed project, exclusive of engineering $743,953.79

Estimated per cent ~~overrun~~ or underrun 6.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $61,023.40

Engineering cost to date $39,485.00, 64.7 %

Date project was completed July 3, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Job complete except for final cleanup of sub-contractor's shop site at Evans Creek Bridge.

Received computations from Bridge Department and indexed and summarized semi-final data and submitted to Division Office.

Final Report.

NOTED

BDP

Signed

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.35				
Miles partially completed					
Miles completed	3.35				
Total estimated quantities (contract)	784,000				
Total quantities corrected to date	720,000				
Estimated quantities moved or placed to date	720,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Lt. Shower		
Tuesday	Cloudy		
Wednesday	Fog-Fair		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
DEC 7 1961
FOR FILING

[illegible]

5627

December 5, 1961

Oregon Bureau of Labor
Labor and Industries Building
Salem, Oregon

Attention: Mr. Quintin B. Estell
Asst. Attorney General

Gentlemen:

This is to acknowledge receipt of your letter of November 29 and attached claims of Rolland Higgins, in various amounts, for labor for Dale Clarambeau, subcontractor, for Roy L. Houck Sons' Corporation.

We have received a letter from the Secretary of State, dated November 29, 1961, informing us that these claims have been filed in his office on the following Roy L. Houck Sons' Corporation contracts: Nos. 5478, 5573, 5592, 5627, 5788, 5608, 5795, and 5812.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
lc

NORMAN O. NILSEN
COMMISSIONER

OFFICES
SALEM, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING, SALEM 10, OREGON

November 29, 1961

TO THE STATE OF OREGON AND TO THE STATE OF OREGON
BY AND THROUGH THE STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, Norman O. Nilsen, as an assignee, as Commissioner of the Bureau of Labor, has a claim for wages due for labor performed by Rolland Higgins between December 23, 1960, and December 31, 1960, as a laborer for Dale Clarambeau, a subcontractor for Roy L. Houck Sons' Corporation, in the sum of $23.26, together with interest thereon at the rate of 6% per annum from December 31, 1960, until paid, against the bond taken from Roy L. Houck Sons' Corporation and General Insurance Company of America for work of highway construction, grading and structures, of Pacific Highway in Jackson County, of that certain section known as Evans Creek-Homestead, Oregon State Highway Commission Contract No. 5627, awarded March 21, 1960, for the State of Oregon, by and through the State Highway Commission.

Dated this 29 day of November, 1961.

Norman O. Nilsen, Commissioner
Oregon Bureau of Labor

By Quintin B Estell
QUINTIN B. ESTELL
Deputy Commissioner

qbe:cj
Duplicate Originals: Secretary of State
Oregon State Highway Commission
Roy Houck Sons' Corporation
General Insurance Company of America

RECEIVED
NOV 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 7 1961
FOR FILING

5627

December 5, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State by the Oregon Bureau of Labor for wages due Rolland Higgins, laborer for Dale Clarambeau, subcontractor for Roy L. Houck Sons' Corporation, prime contractor. These appear to be in connection with the following State Highway Contracts with Roy L. Houck Sons' Corporation:

Contract No. 5627,	Jackson County	- $ 23.26	plus	interest
Contract No. 5795,	Lane County	- $ 220.00	"	"
Contract No. 5812,	Douglas County	- $1,067.00	"	"
Contract No. 5592,	Lane County	- $ 553.77	"	"
Contract No. 5573,	Lane County	- $ 278.37	"	"
Contract No. 5478,	Linn County	- $ 551.27	"	"
Contract No. 5788,	Lane County	- $ 39.81	"	"
Contract No. 5608,	Jackson County	- $ 81.68	"	"

We provide this information as your company appears as surety on the performance bonds furnished with these contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Huggins Insurance Agency
373 North Church Street
Salem, Oregon

NOTED ON CARD
dc

Roy L. Houck Sons' Corporation
1585 - 20th Street N. E.
Salem, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

HOWELL APPLING, JR.
Secretary of State

November 29, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Query:

We have received from Quintin B. Estell, Deputy Commissioner, Bureau of Labor, Salem 10, Oregon, and filed as of this date, eight notices of claims by Norman O. Nilsen, Commissioner of the Bureau of Labor for wages due for labor performed by Rolland Higgins as a laborer for Dale Clarambeau, a subcontractor for Roy L. Houck Sons' Corporation in various sums plus interest, against the bond taken from Roy L. Houck Sons' Corporation, principal and General Insurance Co. of America, surety for work of highway construction, grading, paving and structures of Pacific Highway in Jackson, Lane, Douglas and Linn Counties, Oregon State Highway Commission Contracts No. 5627, 5795, 5812, 5592, 5573, 5478, 5788 and 5608.

Our file Nos. 3887, 3888, 3889, 3890, 3891, 3892, 3893 and 3894.

We are enclosing three copies of the claims for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo O Stephens
Public Records Section

GS:FK

RECEIVED
DEC 5 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NORMAN O. NILSEN
COMMISSIONER

OFFICES
SALEM, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING, SALEM 10, OREGON

November 29, 1961

TO THE STATE OF OREGON AND TO THE STATE OF OREGON
BY AND THROUGH THE STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, Norman O. Nilsen, as an assignee, as Commissioner of the Bureau of Labor, has a claim for wages due for labor performed by Rolland Higgins between December 23, 1960, and December 31, 1960, as a laborer for Dale Clarambeau, a subcontractor for Roy L. Houck Sons' Corporation, in the sum of $23.26, together with interest thereon at the rate of 6% per annum from December 31, 1960, until paid, against the bond taken from Roy L. Houck Sons' Corporation and General Insurance Company of America for work of highway construction, grading and structures, of Pacific Highway in Jackson County, of that certain section known as Evans Creek-Homestead, Oregon State Highway Commission Contract No. 5627, awarded March 21, 1960, for the State of Oregon, by and through the State Highway Commission.

Dated this 29 day of November, 1961.

Norman O. Nilsen, Commissioner
Oregon Bureau of Labor

By ______________________
QUINTIN B. ESTELL
Deputy Commissioner

qbe:cj
Duplicate Originals: Secretary of State
Oregon State Highway Commission
Roy Houck Sons' Corporation
General Insurance Company of America

File #3887

FILED
NOV 29 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 18 1961
FOR FILING

5627

September 15, 1961

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 15, 1961, had under discussion your request for an increase of 5 additional workdays from 195 days to 200 days within which to complete your contract #5627, without the assessment of liquidated damages, for grading-structures on the Evans Creek-Homestead section of Pacific Highway in Jackson County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
A. L. Chapman
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Matson

RECEIVED
AUG 14 1961
FOR FILING

[illegible]

5627

August 14, 1961

Request for extension of time
No. 2
September 15, 1961 meeting

Oregon State Highway Commission

Gentlemen:

The contractor on the Evans Creek-[illegible] Section of the Pacific Highway, Contract No. 5627, Roy L. Houck Sons' Corporation, has requested that his work time be increased five days from an original allocation of 195 days to 200 days without the assessment of liquidated damages.

This request is based on an allegation that Highway Department officials instructed his subcontractor, Pacific Concrete Company and Otis F. Jordan, Jr., to concentrate efforts on another project at the expense of this one. We can find no one in the Highway Department who has made this request and, therefore, recommend that the above request be denied.

This matter will be on the agenda for the September 15 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me

cc Tom Edwards
C. H. Maison

RECEIVED
JUL 20 1961

FOR FILING

5627

July 20, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Roy L. Houck Sons' Corp., a portion of the funds heretofore retained by the Commission on contract #5627 for grading-structures on the Evans Creek-Homestead Section of Pacific Highway in Jackson County.

This payment, in the amount of $10,948.86, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $21,130.87. The present payment will be released on or after July 27, 1961.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

RECEIVED
JUL 7 1961
FOR FILING

I-5-1(8)

5627

July 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 3, 1961, on Contract No. 5627, Evans Creek-Homestead Section, in Jackson County, in connection with Federal Aid Project No. I-5-1(8)46.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bm

cc: Clarence G. Swenson

RECEIVED
UG 31 1960
FOR FILING

1-5-1(8)46

5627

August 30, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1-Supplemental covering the State's share of flagging costs on the Evans Creek-Homestead Section of the Pacific Highway in Jackson County, Contract No. 5627, in connection with Federal Aid Project No. I-5-1(8)46.

This supplemental Order for Extra Work is to cover an anticipated overrun of $500 for flagging. The original order, in the amount of $1,000, was approved by the BPR April 26, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Asst. Office Engineer

DBP:sw

Encl.

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1960
FOR FILING
I-5-1(8)46
5-27

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 4, 1960

C. G. Polk, Division Engineer
Salem, Oregon

08-35.4-DB

Oregon Project I-5-1(8)46, Evans Creek-Homestead Section

Reference is made to your letter of July 27 and previous correspondence relating to agreements for adjustment of railroad tracks and telegraph lines at Rogue River on the Evans Creek-Homestead Section, Project I-5-1(8)46.

After a further review of the right-of-way files on this project, it is our opinion that the appraisals and review of $139,750 included the value of the track. Also, that the court action involved in this case was a stipulated judgment and that the $150,000 settlement was agreed upon between the State and defendants before it was taken to court.

Under the regulations governing reimbursement for right-of-way we have no authority to participate in a right-of-way settlement that substantially exceeds the review appraiser's recommendations. In this instance we have participated in a settlement to the extent of $150,000. We consider that any additional compensation would constitute participation over that which can be considered "substantial".

Under the circumstances, we do not consider that we have any alternative other then disapprove the portion of the agreements covering adjustment to railroad and Western Union facilities. We have approved the portion of the agreement covering installation of the flashing light signals effective June 27, 1960. A revised estimate is necessary covering the flashing lights and the railroad company should be notified that a separate job order should be set up for the flashing light signals in order to collect Federal funds.

We are returning the proposed agreement with Western Union and the revised estimate for Project I-5-1(8)46.

Foster
with encl.

Attachments

1

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I-5-1(S)46
[illegible]

July 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On June 27, 1960, we submitted to your department three copies of an agreement with the Southern Pacific Company, File B-30771, dated March 25, 1960, covering work on Project I-5-1(S)46 near the Town of Rogue River of removing 935' of team track and the removal and relocation of an additional 310'.

In paragraph 2 of your letter of June 30, 1960, returning these documents, comment is made that the approximate 1200' of team track was apparently included in the value of the Southern Pacific Co. and Bristol Silica properties purchased for right of way purposes. A review of the R/W file covering these properties; however, indicates the track was not included in the purchase price. The value of the properties was determined through court procedure, and the transcript of the court's findings, giving a complete listing of property and other items involved, makes no mention of the team track being included in these items. Accordingly, it is our belief the work included in the railroad agreement is eligible for Federal participation.

Also, in explanation of the statement contained in the third paragraph of your letter concerning 310' of existing siding to remain in place and service, please be advised all of the existing track is to be taken up, with 935' to be removed and 310' relocated on the opposite side of the main line track.

For the above reasons, we are resubmitting the railroad agreement documents for your further consideration and if you find the work eligible, it is our request your approval date be that of our original submission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:er

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July 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We submitted to your department on June 20, 1960, copies of an agreement with the Western Union Telegraph Company concerning adjustment of their facilities on the Evans Creek-Homestead Section, Project No. I-5-1(8)46; this work being required in connection with the relocation of a team track by the Southern Pacific Company near the Town of Rogue River. These documents were returned by you on June 30, 1960, with the comment that since the team track relocation had not been approved, the signal line revision work, likewise, was ineligible for Federal Aid.

Under separate submission, however, we are now returning the team track relocation documents for your further consideration, together with additional justification data. For this reason we are resubmitting the documents for the Western Union Company work for your consideration at the same time.

If approval for the item for Federal participation is given it is our request the approval date be that of our original submission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWM:cr

A

RECEIVED
FOR FILING

I 5 1(8)46

5627

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

July 15, 1960

C. G. Polk, Division Engineer
Salem, Oregon

08-35.4-OB

Oregon Project I-5-1(8)46, Evans Creek-Homestead Section of the Pacific Highway - Order for State Force Work - Seeding and Mulching
Estimated Amount of Order $4,200 - Federal Participation $3,780

Reference is made to your letter dated July 7, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter

NOTED
[illegible]

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I 5-1(8)46

5627

July 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the Evans Creek-Homestead Section of the Pacific Highway in Jackson County, Contract No. 5627, in connection with Federal Aid Project No. I-5-1(8)46.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $4,200, with Federal participation of $3,780.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBP:sw

A

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IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Building
Salem, Oregon

When replying, refer to:
08-35.8-DB
I-5-1(8)46

5627

June 30, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the agreement with the Western Union Telegraph Company covering the adjustment of their facilities on the Evans Creek-Homestead Section of Interstate Project I-5-1(8)46 submitted with your letter of June 20, 1960.

In our letter of today we informed you that we do not consider the adjustment of the team track eligible for Federal participation. Since the adjustment of the utilities covered in this agreement is apparently made necessary by the change in the team track and not the result of the construction of the highway, the agreement is being returned without approval.

Should you later establish that the adjustment of the team track is eligible for Federal participation we will be pleased to reconsider this agreement.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Enc.

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IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.8-DB
I 5-1(8)46
5627

408 State Highway Building
Salem, Oregon

June 30, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

In your letter of June 27 you requested approval of a revised estimate for the Evans Creek-Homestead Section of Project I-5-1(8)46 and the agreement with the Southern Pacific Railroad covering the adjustment of their facilities. The agreement and estimate include the removal of 935 feet of track and the adjustment of 310 feet of team track.

A review of the right-of-way appraisals indicate that the appraiser considered the value of 1200 feet of spur track in his evaluation of the Bristol Silica property. Final settlement was higher than the appraisal. It is our opinion that the Railroad Company was adequately compensated for the removal of this track in payment for right-of-way and therefore we consider its removal is not eligible for any additional reimbursement.

Relative to the team track, this installation is entirely within the Railroad right-of-way and there is no evidence that it was necessary because of the construction of the highway. Apparently about 310 feet of siding track is to remain in place which can be used for loading purposes. Furthermore, the construction of the team track is underway at this time although not as yet authorized.

Under the circumstance we do not believe that any of the work proposed in the agreement is eligible for Federal participation with Interstate funds and the estimate is returned without approval.

The agreement is approved only for the items involving the installation of the flashing light signals as provided in Secondary project SG-440(1).

We will be pleased to consider any additional supporting information you may care to submit.

Very truly yours,

C G Folk

C. G. Folk
Division Engineer

Enc.

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FOR FILING

I-5 1(8) 46

5627

June 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate, revised to include work by the Southern Pacific Company and the Western Union Telephone Company, for the Evans Creek - Homestead Section, Project No. I-5-1(8)46. This is not a request for modification of project agreement.

We are, also, forwarding three copies of an agreement with the Southern Pacific Company, File R-30971, dated March 25, 1960, covering work on Project I-5-1(8)46 and Project SG-440(1) as below:

#528

Project No. I-5-1(8)46

a. Relocate 310 feet of team track.
b. Remove 935 feet of existing track.

Project No. SG-440(1)

a. Install two flashing light signals at Depot Street Crossing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(8)46

EVANS CREEK-HOMESTEAD SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate revised to include costs of work by the Southern Pacific Co. and Western Union Telegraph Co. Not as a basis for modification of project agreement.)

Salem, Oregon, June 27, 1960

Type Code P.E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 0010
Roadway (Sta. 509+80 to Sta. 690+48)(Contract No. 5627)

Clearing and Grubbing	All Required		$ 33,000.00
Drainage Excavation, Unclassified	2,600 cu. yds.	$ 1.50	3,900.00
Embankment in Place	784,800 cu. yds.	0.33	258,984.00
Finishing Roadbed and Slopes	3.35 miles	500.00	1,675.00
12-inch Corrugated Metal Pipe	90 lin. ft.	3.50	315.00
15-inch Concrete Pipe	430 lin. ft.	3.50	1,505.00
18-inch Concrete Pipe	1,220 lin. ft.	3.85	4,697.00
24-inch Concrete Pipe	1,110 lin. ft.	4.60	5,106.00
36-inch Concrete Pipe	290 lin. ft.	8.60	2,494.00
15-inch Culvert End Sections	12 only	35.00	420.00
18-inch Culvert End Sections	12 only	40.00	480.00
24-inch Culvert End Sections	5 only	55.00	275.00
36-inch Culvert End Sections	3 only	125.00	375.00
12-inch Sewer Pipe	430 lin. ft.	3.00	1,290.00
6-inch Perforated Metal Drain Pipe	180 lin. ft.	2.00	360.00
Special Backfill in Drains	55 cu. yds.	6.00	330.00
Concrete Manholes	2 only	350.00	700.00
Concrete Inlets, Type "D"	12 only	100.00	1,200.00
Concrete Inlets, Type "G-1"	1 only	100.00	100.00
Type 2 Fence	700 rods	6.50	4,550.00
Loose Riprap	1,100 cu. yds.	5.00	5,500.00
			$327,256.00
Signing (Temp.)	All Required		1,200.00
Seeding and Mulching	All Required		4,200.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Work by California Oregon Power Co.	All Required		34,000.00
Work by Southern Pacific Co.	All Required		4,100.00
Work by Western Union Co.	All Required		600.00
			$372,356.00
Lump Sum Reduction (45%)			-4,950.00
	Subtotal		$367,406.00
	Engr. & Cont.		31,570.00
	Total		$398,976.00

Type Code X028
Ward Creek Culvert (Sta. 530+30.7 to Sta. 530+61.2)

Structural Excavation	1,000 cu. yds.	$ 3.30	$ 3,300.00
Class "A" Concrete (1,168 cu. yds.)	All Required		53,333.00
Class "B" Concrete	550 cu. yds.	19.00	10,450.00
Metal Reinforcement (190,300 lbs.)	All Required		21,343.00
			$ 88,426.00

Type Code X281
Depot Street Overcrossing (Sta. 523+87.48 to Sta. 525+31.48)

Structural Excavation	400 cu. yds.	$ 3.00	$ 1,200.00
Furnish Steel Pile Shells	1,155 lin. ft.	3.50	4,042.50
Driving Steel Pile Shells	42 only	40.00	1,680.00
Class "A" Concrete (559 cu. yds.)	All Required		33,333.00
Metal Reinforcement (103,000 lbs.)	All Required		13,000.00
48' Prestressed Beams *	45 only	800.00	36,000.00
Concrete Slab Riprap	750 sq. yds.	10.00	7,500.00
			$ 96,755.50

*** Prestressed 48' Beam Quantities**

Class "AA" Concrete . . . . 4.8 cu. yds.
Metal Reinforcement . . . . 675 lbs.
Prestress Steel & Prestressing. . 544 lbs.

Type Code X021
Evans Creek Bridge (Sta. 509+80 to Sta. 512+35)

Shoring, Cribbing, Etc.	All Required		$ 15,000.00
Structural Excavation	700 cu. yds.	$ 3.20	2,240.00
Structural Excavation Below Elevation Shown	10 cu. yds.	100.00	1,000.00
Furnish 10" BP 42# Steel Piling	1,600 lin. ft.	6.00	9,600.00
Driving Steel Piles	64 only	100.00	6,400.00
Splice Steel Piles	6 only	30.00	180.00
Class "A" Concrete (1,851 cu. yds.)	All Required		126,000.00
Metal Reinforcement (452,533 lbs.)	All Required		50,000.00
Metal Parapet Railing	520 lin. ft.	4.50	2,340.00
8-inch Metal Drain Pipe	65 lin. ft.	3.00	195.00
			$212,955.00
Lump Sum Reduction (55%)	Subtotal		398,136.50
			-6,050.00
	Subtotal		$392,086.50
	10% Engr. & Cont.		39,208.50
	Total		$431,295.00

Length of Roadway . . . . 3.340 miles
Length of 3 Structures. . . . . 0.081 miles
Total Length . . . . 3.421 miles
Cost of Roadway Per Mile. $119,453.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,500.00	$ 500.00
Roadway	398,976.00	367,000.00	31,976.00
Structures	431,295.00	396,000.00	35,295.00
	$834,271.00	$766,500.00	$67,771.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds For Maint: Chap. 529, laws 1939.

EVANS CREEK-HOMESTEAD SECTION

PROJECT NO. I-5-1(8)46

Estimated costs of work by the California Oregon Power Company

JO M-1701 and 1702

Contract	$ 232.50
Labor	7,626.18
Material	15,636.63
Equipment	1,282.60
Salvage Cr.	11,907.85 Cr.
	$ 12,870.06

JO M-1609 and M-1706

Material	$ 10.51
Purchase Sublot	3,290.00
Contract work	5,047.71
Labor	187.19
Equipment	16.00
Salvage Cr.	532.00 Cr.
	$ 8,019.41

JO M-1703, 1704, 1733 and SO M-8453

Material	$ 7,290.11
Equipment	1,135.23
Labor	7,672.71
Salvage Cr.	2,743.85 Cr.
	$ 13,354.20

Total	$ 34,243.67
Use	$ 34,000.00

Proj No. I-5-1(8)46

(Estimated costs of work by the Southern Pacific Co.)

Relocate 310 ft. Team Track	$ 2,145.00
Remove 935 ft. Track	865.00
Equipment	130.00
Freight and Material Handling	934.00
Vacation Pay, Etc.	320.00
Accounting and Billing	184.00
Contingencies	499.00
Salvage Cr.	919.00 Cr.
	$ 4,158.00
Use	$ 4,100.00

(Estimated costs of work by Western Union Co.)

Material	$ 102.00
Labor	486.00
Equipment	50.00
Cr.	24.00
	$ 614.00
Use	$ 600.00

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JUN 23 1960
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I-5-1(8)46

5627

June 20, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Evans Creek-Homestead Section
Pacific Hwy., ~~Josephine~~ Jackson Co.
Project No. I-5-1(8)46

Dear Sir:

Herewith are the following data in connection with adjusting the lines of Western Union Telegraph Company on the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for the revision.
2. Two copies of the Company's estimate for making the line change.
3. Two copies of the sketch prepared by the Company showing the proposed revision.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-3 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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APR 25 1960

FOR FILING
I-5-1(8)46

5627

April 22, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Evans Creek-Homestead Section of the Pacific Highway in Jackson County, Contract No. 5627, in connection with Federal Aid Project No. I-5-1(8)46.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

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FOR FILING

I 5-1(0)42

5627

April 21, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5627 covering grading and structural work on the Evans Creek-Homestead Section of the relocated Pacific Highway in Jackson County.

In general, the work does not encroach upon railroad right of way except for a small amount of earthwork on Depot Street.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines, and any other property of your company which might be damaged by the contractor's operations as set forth in the insert "Relations with Railroad Company"; also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 39 of the Special Provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:sw
cc: Mr. G. S. Paxson
Mr. J. W. DeSouza

Mr. W. H. Jackle, Chief Engineer
Southern Pacific Co.
65 Market Street
San Francisco 5, California

Contract 5627 4-19-60 A

Monthly Transaction No. RECEIVED 4-7	Fo -2 (9 .7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
		County Jackson
Project Report No. FOR FILING	**FEDERAL-AID PROJECT AGREEMENT**	Project No. I-5-1(8)46

I-5-1(8)46

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5627

Project termini

So. end I-5-1(7)50 to Rogue River
(Evans Cr.-Homestead Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	1-9-58	----
Rights-of-Way		
Construction	1-29-60	3.4
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 834,271	Federal funds $ 766,500

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy State Highway Engineer
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer April 19, 1960

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.5

408 State Highway Building
Salem, Oregon

April 6, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

I-5-1(8)46

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

Encl.

RECEIVED
APR - 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

April 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Evans Creek-Homestead Section, Project No. I-5-1(8)46.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw
Encl.

March 30, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Evans Creek-Homestead Section, Project No. I-5-1(8)46.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-5-1(8)46

EVANS CREEK-HOMESTEAD SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 30, 1960

Type Code P. E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 0010
Roadway (Sta. 509+80 to Sta. 690+48)(Contract No. 5627)

Clearing and Grubbing	All Required		$ 33,000.00
Drainage Excavation, Unclassified	2,600 cu. yds.	$ 1.50	3,900.00
Embankment in Place	784,800 cu. yds.	0.33	258,984.00
Finishing Roadbed and Slopes	3.35 miles	500.00	1,675.00
12-inch Corrugated Metal Pipe	90 lin. ft.	3.50	315.00
15-inch Concrete Pipe	430 lin. ft.	3.50	1,505.00
18-inch Concrete Pipe	1,220 lin. ft.	3.85	4,697.00
24-inch Concrete Pipe	1,110 lin. ft.	4.60	5,106.00
36-inch Concrete Pipe	290 lin. ft.	8.60	2,494.00
15-inch Culvert End Sections	12 only	35.00	420.00
18-inch Culvert End Sections	12 only	40.00	480.00
24-inch Culvert End Sections	5 only	55.00	275.00
36-inch Culvert End Sections	3 only	125.00	375.00
12-inch Sewer Pipe	430 lin. ft.	3.00	1,290.00
6-inch Perforated Metal Drain Pipe	180 lin. ft.	2.00	360.00
Special Backfill in Drains	55 cu. yds.	6.00	330.00
Concrete Manholes	2 only	350.00	700.00
Concrete Inlets, Type "D"	12 only	100.00	1,200.00
Concrete Inlets, Type "G-1"	1 only	100.00	100.00
Type 2 Fence	700 rods	6.50	4,550.00
Loose Riprap	1,100 cu. yds.	5.00	5,500.00
			$ 327,256.00
Signing (Temp.)	All Required		1,200.00
Seeding and Mulching	All Required		4,200.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Work by California Oregon Power Co.	All Required		34,000.00
			$ 367,656.00
Lump Sum Reduction (45%)			- 4,950.00
	Subtotal		$ 362,706.00
	10% Engr. & Cont.		36,270.00
	Total		$ 398,976.00

Type Code X028
Lard Creek Culvert (Sta. 530+30.7 to Sta. 530+61.2)

Structural Excavation	1,000 cu. yds.	$ 3.30	$ 3,300.00
Class "A" Concrete (1,168 cu. yds.)	All Required		53,333.00
Class "B" Concrete	550 cu. yds.	19.00	10,450.00
Metal Reinforcement (190,300 lbs.)	All Required		21,343.00
			$ 88,426.00

Type Code X281
Depot Street Overcrossing (Sta. 523+87.48 to Sta. 525+31.48)

Structural Excavation	400 cu. yds.	$ 3.00	$ 1,200.00
Furnish Steel Pile Shells	1,155 lin. ft.	3.50	4,042.50
Driving Steel Pile Shells	42 only	40.00	1,680.00
Class "A" Concrete (559 cu. yds.)	All Required		33,333.00
Metal Reinforcement (103,000 lbs.)	All Required		13,000.00
48' Prestressed Beams *	45 only	800.00	36,000.00
Concrete Slab Riprap	750 sq. yds.	10.00	7,500.00
			$ 96,755.50

* Prestressed 48' Beam Quantities

Class "AA" Concrete. . . . . . .4.8 cu. yds.
Metal Reinforcement. . . . . . .675 lbs.
Prestress Steel & Prestressing .544 lbs.

Type Code X021
Evans Creek Bridge (Sta. 509+80 to Sta. 512+35)

Shoring, Cribbing, etc.	All Required		$ 15,000.00
Structural Excavation	700 cu. yds.	$ 3.20	2,240.00
Structural Excavation Below Elevation Shown	10 cu. yds.	100.00	1,000.00
Furnish 10" BP 42# Steel Piling	1,600 lin. ft.	6.00	9,600.00
Driving Steel Piles	64 only	100.00	6,400.00
Splice Steel Piles	6 only	30.00	180.00
Class "A" Concrete (1,851 cu. yds.)	All Required		126,000.00
Metal Reinforcement (452,533 lbs.)	All Required		50,000.00
Metal Parapet Railing	520 lin. ft.	4.50	2,340.00
8-inch Metal Drain Pipe	65 lin. ft.	3.00	195.00
			$ 212,955.00
	Subtotal		$ 398,136.50
Lump Sum Reduction (55%)			- 6,050.00
	Subtotal		$ 392,086.50
	10% Engr. & Cont.		39,208.50
	Total		$ 431,295.00

Length of Roadway.	3.340 miles
Length of 3 Structures . .	0.081 miles
Total Length	3.421 miles
Cost of Roadway Per Mile .	$119,453.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,500.00	$ 500.00
Roadway	398,976.00	367,000.00	31,976.00
Structures	431,295.00	396,000.00	35,295.00
	$834,271.00	$766,500.00	$ 67,771.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds For Maint: Chap. 529, laws 1939.

EVANS CREEK-HOMESTEAD SECTION

PROJECT NO. I-5-1(8)46

Estimated costs of work by the California Oregon Power Company

JO M-1701 and 1702

Contract	$ 232.50
Labor	7,626.18
Material	15,636.63
Equipment	1,282.60
Salvage Cr.	11,907.85 Cr.
	$ 12,870.06

JO M-1609 and M1706

Material	$ 10.51
Purchase Sub Lot	3,290.00
Contract work	5,047.71
Labor	187.19
Equipment	16.00
Salvage Cr.	532.00 Cr.
	$ 8,019.41

JO M-1703, 1704, 1733 and SO M-8453

Material	$ 7,290.11
Equipment	1,135.23
Labor	7,672.71
Salvage Cr.	2,743.85 Cr.
	$ 13,354.20
Total	$ 34,243.67
Use	$ 34,000.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(8)46

EVANS CREEK-HOMESTEAD SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 8, 1960

Type Code P.E.

Preliminary Engineering	All Required			$ 4,000.00

Type Code 0010
Roadway (Sta. 509+80 to Sta. 690+48)

Clearing and Grubbing	All Required			$ 10,000.00
Drainage Excavation, Unclassified	2,600	Cu. Yds.	$ 2.50	6,500.00
Embankment in Place	784,800	Cu. Yds.	0.45	353,160.00
Finishing Roadbed and Slopes	3.35	Miles	1,200.00	4,020.00
12-Inch Corrugated Metal Pipe	90	Lin. Ft.	3.75	337.50
15-Inch Concrete Pipe	430	Lin. Ft.	3.50	1,505.00
18-Inch Concrete Pipe	1,220	Lin. Ft.	4.50	5,490.00
24-Inch Concrete Pipe	1,110	Lin. Ft.	6.00	6,660.00
36-Inch Concrete Pipe	290	Lin. Ft.	10.00	2,900.00
15-Inch Culvert End Sections	12	Only	35.00	420.00
18-Inch Culvert End Sections	12	Only	40.00	480.00
24-Inch Culvert End Sections	5	Only	60.00	300.00
36-Inch Culvert End Sections	3	Only	125.00	375.00
12-Inch Sewer Pipe	430	Lin. Ft.	2.50	1,075.00
6-Inch Perforated Metal Drain Pipe	180	Lin. Ft.	2.00	360.00
Special Backfill in Drains	55	Cu. Yds.	6.00	330.00
Concrete Manholes	2	Only	250.00	500.00
Concrete Inlets, Type "D"	12	Only	85.00	1,020.00
Concrete Inlets, Type "G-1"	1	Only	90.00	90.00
Type 2 Fence	700	Rods	6.00	4,200.00
Loose Riprap	1,100	Cu. Yds.	4.00	4,400.00
				$404,122.50
Signing (Temp.)	All Required			1,200.00
Seeding and Mulching	All Required			4,200.00
Flagging (57½% of Contractor's Cost)	All Required			1,000.00
Work by City of Rogue River	All Required			3,500.00
Work by California Oregon Power Co.	All Required			38,500.00
	Subtotal			$452,522.50
	10% Engr. and Cont.			45,251.50
				$497,774.00

Type Code X028
Ward Creek Culvert (Sta. 530+30.7 to Sta. 530+61.2)

Structural Excavation	1,000	Cu. Yds.	4.00	$ 4,000.00
Class "A" Concrete (1168 cu.yds. at $60.00)	All Required			70,080.00
Class "B" Concrete	550	Cu. Yds.	35.00	19,250.00
Metal Reinforcement (90,300 lbs. at $0.135)	All Required			25,690.50
				$119,020.50

Type Code X281
Depot Street Overcrossing (Sta. 523+87.48 to Sta. 525+31.48)

Structural Excavation	400	Cu. Yds.	$ 4.50	$ 1,800.00
Furnish Steel Pile Shells	1,155	Lin. Ft.	4.00	4,620.00
Driving Steel Pile Shells	42	Only	60.00	2,520.00
Class "A" Concrete (559 cu.yds. at $65.00)	All Required			36,335.00
Metal Reinforcement (103,000 lbs. at $0.135)	All Required			13,905.00
48' Prestressed Beams *	45	Only	912.00	41,040.00
Concrete Slab Riprap	750	Sq. Yds.	8.00	6,000.00
				$106,220.00

*** Prestressed 48' Beam Quantities**

Class "AA" Concrete	4.8	cu.yds.	at	$121.48	$583.00
Metal Reinforcement	675	lbs.	at	0.125	84.20
Prestress Steel & P Prestressing	544	lbs.	at	0.45	244.80
					$912.00

Type Code X021
Evans Creek Bridge (Sta. 509+80 to Sta. 512+35)

Shoring, Cribbing, Etc.	All Required			$ 4,000.00
Structural Excavation	700	Cu. Yds.	$ 7.00	4,900.00
Structural Excavation Below Elevation Shown	10	Cu. Yds.	7.00	70.00
Furnish 10" BP 42# Steel Piling	1,600	Lin. Ft.	5.00	8,000.00
Driving Steel Piles	64	Only	55.00	3,520.00
Splice Steel Piles	6	Only	45.00	270.00
Class "A" Concrete (1851 cu.yds. at $68.00)	All Required			125,868.00
Metal Reinforcement (452,533 lbs. at $0.125)	All Required			56,566.63
Metal Parapet Railing	520	Lin. Ft.	5.00	2,600.00
8-Inch Metal Drain Pipe	65	Lin. Ft.	4.00	260.00
				$206,054.63

Subtotal	$431,295.13
10% Engr. & Cont.	43,128.87
Total	$474,424.00

Length of Roadway- - - - - - — 3.340 Miles
Length of Structures - - - - — 0.081 Mile
Total Length- - - - - - - - - - 3.421 Miles
Cost of Roadway Per Mile- - - $149,034.13

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,500.00	$ 500.00
Roadway	497,774.00	457,500.00	40,274.00
Structures	474,424.00	436,000.00	38,424.00
	$976,198.00	$897,000.00	$79,198.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(8)46

EVANS CREEK-HOMESTEAD SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 16, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 4,000.00

Type Code 0010
Roadway (Sta. 509+30 to Sta. 690+48)

Clearing and Grubbing	All	Required		$ 15,000.00
Drainage Excavation, Unclassified	2,600	cu.yds.	$ 2.50	6,500.00
Embankment in Place	784,800	cu.yds.	.45	353,160.00
Finishing Roadbed and Slopes	3.35	miles	1,200.00	4,020.00
12-inch Corrugated Metal Pipe	90	lin.ft.	3.75	337.50
15-inch Concrete Pipe	430	lin.ft.	3.50	1,505.00
18-inch Concrete Pipe	1,220	lin.ft.	4.50	5,490.00
24-inch Concrete Pipe	1,110	lin.ft.	6.00	6,660.00
36-inch Concrete Pipe	290	lin.ft.	10.00	2,900.00
15-inch Culvert End Sections	12	only	35.00	420.00
18-inch Culvert End Sections	12	only	40.00	480.00
24-inch Culvert End Sections	5	only	60.00	300.00
36-inch Culvert End Sections	3	only	125.00	375.00
12-inch Sewer Pipe	430	lin.ft.	2.50	1,075.00
6-inch Perforated Metal Drain Pipe	180	lin.ft.	2.00	360.00
Special Backfill in Drains	55	cu.yds.	6.00	330.00
Concrete Manholes	2	only	250.00	500.00
Concrete Inlets, Type "D"	12	only	85.00	1,020.00
Concrete Inlets, Type "G-1"	1	only	90.00	90.00
Type 2 Fence	700	rods	6.00	4,200.00
Loose Riprap	1,100	cuyds.	4.00	4,400.00
				$409,122.50
Signing (Temporary)	All	Required		1,200.00
Seeding and Mulching	All	Required		4,200.00
Flagging (57½% of Contractors Cost)	All	Required		1,000.00
Work by California Oregon Power Co.	All	Required		38,500.00
	Subtotal			$457,522.50
	10% Engr. & Cont.			45,751.50
				$503,274.00

Type Code X029
Ward Creek Culvert (Sta. 530+30.7 to Sta. 530+61.2)

Structural Excavation	1,000 cu.yds.	$4.00	$ 4,000.00
Class "A" Concrete (1,168 cu.yd. at $60.)	All Required		70,080.00
Class "B" Concrete	550 cu.yds.	35.00	19,250.00
Metal Reinforcement (190,300 lbs. at $0.135)	All Required		25,690.50
			$119,020.50

Type Code X281
Depot Street Overcrossing (Sta. 523+87.48 to Sta. 525+31.43)

Structural Excavation	400 cu.yds.	$4.50	$ 1,800.00
Furnish Steel Pile Shells	1,155 lin.ft.	4.00	4,620.00
Driving Steel Pile Shells	42 only	60.00	2,520.00
Class "A" Concrete (559 cu.yd. at $65.00)	All required		36,335.00
Metal Reinforcement (103,000 lb. at $0.135)	All Required		13,905.00
48' Prestressed Beams *	45 only	912.00	41,040.00
Concrete Slab Riprap	750 sq.yd.	8.00	6,000.00
			$106,220.00

* Prestressed 48' Beam Quantities

Class "AA" Concrete	4.8 cu.yd. at	$121.48 =	$583.00
Metal Reinforcement	675 lbs. at	0.125=	84.20
Prestress Steel & Prestressing	544 lbs. at	0.45 =	244.80
			$912.00

Type Code X021
Evans Creek Bridge (Sta. 509+80 to Sta. 512+35)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	700 cu.yds.	$7.00	4,900.00
Structural Excavation Below Elevation Shown	10 cu.yd.	7.00	70.00
Furnish 10" BP 42# Steel Piling	1,600 lin.ft.	5.00	8,000.00
Driving Steel Piles	64 only	55.00	3,520.00
Splice Steel Piles	6 only	45.00	270.00
Class "A" Concrete (1,851 cu.yd. at $68.00)	All Required		125,868.00
Metal Reinforcement (452,533 lbs.at $0.125)	All Required		56,566.63
Metal Parapet Railing	520 lin.ft.	5.00	2,600.00
8-inch Metal Drain Pipe	65 lin.ft.	4.00	260.00
			$206,054.63
	Subtotal		$431,295.13
	10% Engr. & Cont.		43,128.87
	Total		$474,424.00

Length of Roadway . . . . 3.340 miles
Length of 3 Structures. . . . . .0.081 mile
Total Length . . . . 3.421 miles
Cost of Roadway per mile. $150,680.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$4,000.00	$ 3,500.00	$ 500.00
Roadway	503,274.00	462,500.00	40,774.00
Structures	474,424.00	436,000.00	38,424.00
	$981,698.00	$902,000.00	$79,698.00

RECEIVED
APR 15 1960

FOR FILING
I-5-1(8)46

5627

, April 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 8, 1960, on Contract No. 5627, Evans Creek-Homestead Section, in Jackson County, in connection with Federal Aid Project No. I-5-1(8)46.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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FOR FILING
I-5-1(8)46
5627

I-5-1 (8)46

When replying, refer to
08-33.5

408 State Highway Building
Salem, Oregon

April 6, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

I-5-1(8)46

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Orig Baxter

Encl.

A

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
APR - 6 1960
FOR FILING
5-1 (8) 46
5627

April 5, 1960

Roy L. Houck Sons' Corporation
1585 20th Street NE
Salem
Oregon

Gentlemen: We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5627, awarded March 21, 1960, for grading-structures on the Evans Creek-Homestead Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
APR - 6 1960
FOR FILING

I 5-1(8)46

When replying, refer to
08-35.4-DB

5627

I-5-1(8)46

408 State Highway Building
Salem, Oregon

April 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The revised plans for Depot Street, Federal Aid Project I-5-1(8)46, Evans Creek-Homestead Section of the Pacific Highway, submitted with your letter of March 29, 1960 are satisfactory. This involves construction of the street to a 40 foot width in lieu of 30 foot as originally proposed.

We are of the opinion that arrangements should be made to provide a sidewalk on one side of the street at least under the paving contract. It would also appear highly desirable to encourage the city of Rogue River to install their utility lines prior to the paving of the street.

Very truly yours,

C. G. Polk,
Division Engineer

orig to div.
with file & map

RECEIVED
MAR 22 1960

FOR FILING

[illegible]

5727

March 21, 1960

Roy L. Houck Sons' Corporation
1555 - 20th Street, N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on March 10, 1960 accepted your proposal, which was submitted on March 1, 1960, for grading and construction of three concrete structures on the Evans Creek-Homestead Section of the Pacific Highway in Jackson County for the sum of $714,392.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5627.

Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

Pacific Builder & Engineer, Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

ROY L. HOUCK SONS' CORPORATION
HEAVY CONSTRUCTION CONTRACTING
1585 20th STREET N. E.
SALEM, OREGON
EMpire 3-7745

RECEIVED
FOR FILING

5627

March 21, 1960.

NOTED
W. C. WILLIAMS

NOTED
FORREST COOPER

Mr. Tom Edwards
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Re: State controlled Borrow Source
Evans Creek-Homestead Section
Grading and Structures.

Dear Sir:

This letter is to advise you that we will obtain all materials for the embankment construction of the Evans Creek-Homestead Section grading and structures, from other sources than the prospective State controlled source made available for this contract.

Very truly yours,

ROY L. HOUCK SONS' CORPORATION

By

cc: Williams

RECEIVED
OFFICE OF
STATE [illegible] ENGINEER

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MAR 2 2 1960

RECEIVED
MAR 22 1960
FOR FILING

I-5-1(8)46

5727

March 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On March 1, 1960, we requested approval for federal aid on the cost of a borrow pit, which was made available to all bidders on the Evans Creek-Homestead Section, Project I-5-1(8)46. This is to advise that we have been notified by Roy L. Houck Sons' Corporation, the low bidder on this project, that they do not desire to use the State-furnished source of borrow.

A pending condemnation on the borrow pit area will be dismissed and our request to you for federal participation is hereby withdrawn.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

RECEIVED
MAR 22 1960
FOR FILING
I-5-1(8)46
[illegible]

A

March 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence is requested as of today in the award of contract for grading and structures on the Evans Creek-Homestead Section of the Pacific Highway in Jackson County, F.A.P. I-5-1(8)46, to Roy L. Houck Sons' Corp. This is on the basis of a bid of $725,392.50 submitted on March 1, 1960.

All rights of entry have been acquired and all rights of access to or from abutting properties have been acquired or are being acquired by condemnation proceedings which have been instituted and will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

A

RECEIVED
MAR [illegible] 1960
FOR FILING

When replying, refer to
~~08-35.1~~
I-5-1(8)46
5627

408 State Highway Building
Salem, Oregon

March 21, 1960

Mr. W. C. Williams
State Highway Building
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-1(8)46, Evans Creek-Homestead Section of the Pacific Highway we hereby concur, as of this date, in award of Contract No. 5627 to Roy L. Houck Sons Corp., of Salem, Oregon, low bidder in the amount of $714,392.50 at the March 1, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

NOTED
FORREST COOPER

RECEIVED
MAR 15 1960
FOR FILING

J-5.1(8)46

5627

Salem, Oregon
March 14, 1960

Evans Creek-Homestead Section, Interstate Highway, Jackson County

Mr. Leonard I. Lindas

625

I attach hereto duplicate copies of a construction agreement and of an easement agreement covering work on Southern Pacific Company property in the vicinity of Rogue River. These agreements have my approval and if they meet with your approval as to legal form, will you please send to the Highway Commission for execution.

These two agreements clear up all encroachments upon Railroad Company property in this section.

GSP:gm
Attach.

G. S. Paxson

cc Mr. R. L. Porter
Mr. Walter Wright

J-89

S-2708-B

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

March 10, 1960

91146/323
0-PD-59-2

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Ass't.
State Highway Engineer

Dear Mr. Williams:

In connection with the Evans Creek-Homestead section of the relocated Pacific Highway, we are enclosing herewith duplicate counterparts of proposed construction and maintenanse agreement and duplicate counterparts of easement indenture by which the State is granted the right to construct, maintain and use highway embankment slopes and a drainage culvert on the parcel of land adjacent to Ward Creek.

If you find the documents satisfactory, will you please arrange for execution of both counterparts of each of them on behalf of the State, thereafter returning them to us for further attention.

Yours truly,

W. M. JAEKLE
PER R.G.N.

Enc.

RECEIVED
MAR 11 1960
FOR FILING
I-5-1(8)46

5627

March 10, 1960

Roy L. Houck Sons' Corporation
1585 20th Street, N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on March 10, 1960 accepted your bid in the amount of $714,392.80 for grading and structures on the Evans Creek-Homestead Section of the Pacific Highway in Jackson County, which was the low bid received for that job on March 1, 1960.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 3 1960

FOR FILING
I-5-1(8)4
627

March 3, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On the Evans Creek-Homestead Section of the Pacific Highway in Jackson County, Project I-5-1(8)46, it is desirable to make a State-controlled source of borrow available to all bidders. This was done by letter dated February 19, 1960, a copy of which is enclosed. This is in line with requests by your Regional Engineer B. M. French and also complies with a request by the Portland Chapter A.G.C. in instances of this kind.

In this case the only other practical source of borrow material has been "tied up" by one of the bidders at a price that would add a minimum of $0.20 per cubic yard to the cost of this item. The State has obtained a permit from the Bureau of Land Management to remove material from the NE¼ of the NE¼ of Section 27, T 36 S, R 4 W, W.M. at no cost except for the value of timber involved (this would be a nominal figure). It appears that the State will have to condemn Parcels A and B (see sketch attached to letter) as it appears they cannot be purchased on a market value basis.

This is to request B.P.R. approval for federal participation in the cost of acquiring Parcels A and B. We understand that federal participation is limited to the value of the material actually incorporated in the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb
Enc.

cc: Forrest Cooper

RECEIVED
FORM E-30X 80M 7-59
[illegible] 1960
FOR FILING
I-5-1(8)146
5627

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1960

SUBJECT: Evans Creek-Homestead Section
and Homestead-Rock Point Section

To:

Memo to the Files

It was brought to the attention of this office this date that the bridge contract for the construction of the structures across the Rogue River at Homestead called for unrestricted use by the structural contractor, Pacific Concrete, of the construction site for 320 work days. Inspection of the grading specifications showed that this was not consistent with the grading plans.

This was discussed with Mr. Cooper and Mr. Porter and it was decided that letters should be sent to the prospective bidders on the grading contract advising them that they will have to accommodate their operations at the bridge ends in accordance with the prior rights of the structural contractor.

Further discussion of this was had with Mr. L. R. Allen of the Bridge Department with the thought in mind that the bridge contractor should be encouraged to complete the end sections of the bridges at an early a date as practicable and permit the grading contractor access to these areas to place his fill material around the pilings and columns. Under the terms of the structural contract, the structural contractor would not have to permit the grading man entry into this area until about April, 1961.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper ✓
Ivan Merchant
R. L. Porter

RECEIVED
[illegible] 17 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
FEB 16 1960
FOR FILING
I 5 1(8)46
5627

February 15, 1960

Mr. A. W. Kilborn
Superintendent
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of special provisions and plans covering grading and structural work on the Evans Creek-Homestead Section of the relocated Pacific Highway in Jackson County, bids for which are to be received in Salem on March 1, 1960.

In general, the work does not encroach upon railroad right of way except for a small amount of earthwork on Depot Street.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the insert "Relations with Railroad Company"; also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 39 of the Special Provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JK:am
cc: Mr. G. S. Paxson
Mr. J. W. DeSouza
Mr. W. M. Jackle

RECEIVED
[illegible] 17 1960
FOR FILING

I-5-1(8)46

5627

When replying, refer to:
08-35.4-DB

408 State Highway Bldg.
Salem, Oregon

February 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-1(8)46, Evans Creek-Homestead Section, Pacific Highway, Jackson County, Grading and Structures.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

Orig. Router

RECEIVED
JAN 6 1960
FOR FILING
I7 5-1 (8) 46
5627

Salem, Oregon
January 5, 1960

Evans Creek-Homestead Section
Pacific Highway
Jackson County

Ward Creek

Mr. C. H. Armstrong
Parks Superintendent
OFFICE

Referring to your letter of December 31 in which you discuss the matter of an on-off connection from the Interstate Freeway to the proposed Rogue River Park just westerly of Homestead on the Rogue Bridge, I wish to advise that the Bureau of Public Roads will not approve a connection at this point; therefore, it will be necessary for you to make some other arrangement for a service road to the park.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

FORM E-20 50M 11-58 13890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 31, 1959
Salem, Oregon

SUBJECT: Evans Creek-Homestead Section
Pacific Highway, Jackson County

To:

Mr. W. C. Williams
State Highway Engineer
Office

Cooper

It now appears that in acquiring the right-of-way for the Evans Creek-Homestead Section of Highway 99 in Jackson County, lands can also be obtained for park purposes between the proposed highway and the Rogue River near the Homestead end of this section.

Attached is a development plan for the recreational use of this area in which it is proposed to provide an off and on connection for southbound traffic to the park. A design for this connection is shown on the attached Standard Interchange Layout Sheet as prepared by the Urban Design Section.

Upon approval of the Bureau of Public Roads for this park connection, we would like to have this work included in the road contract in order that it may be constructed at the same time.

Very truly yours,

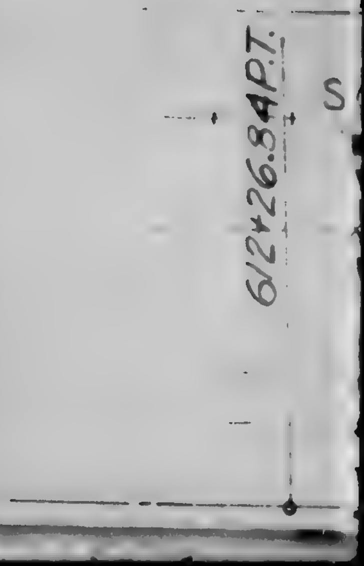
C. H. Armstrong

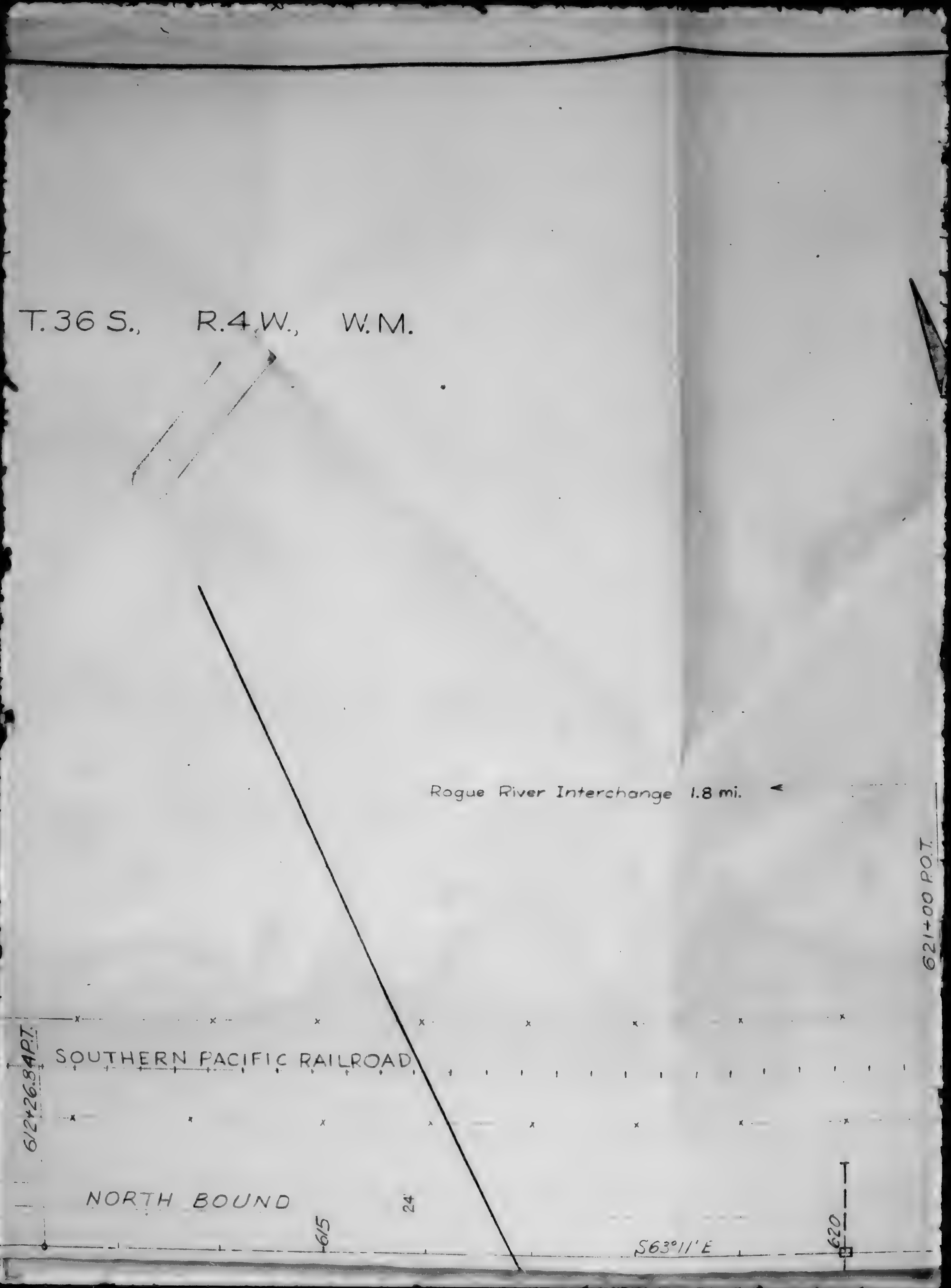
C. H. Armstrong
State Parks Superintendent

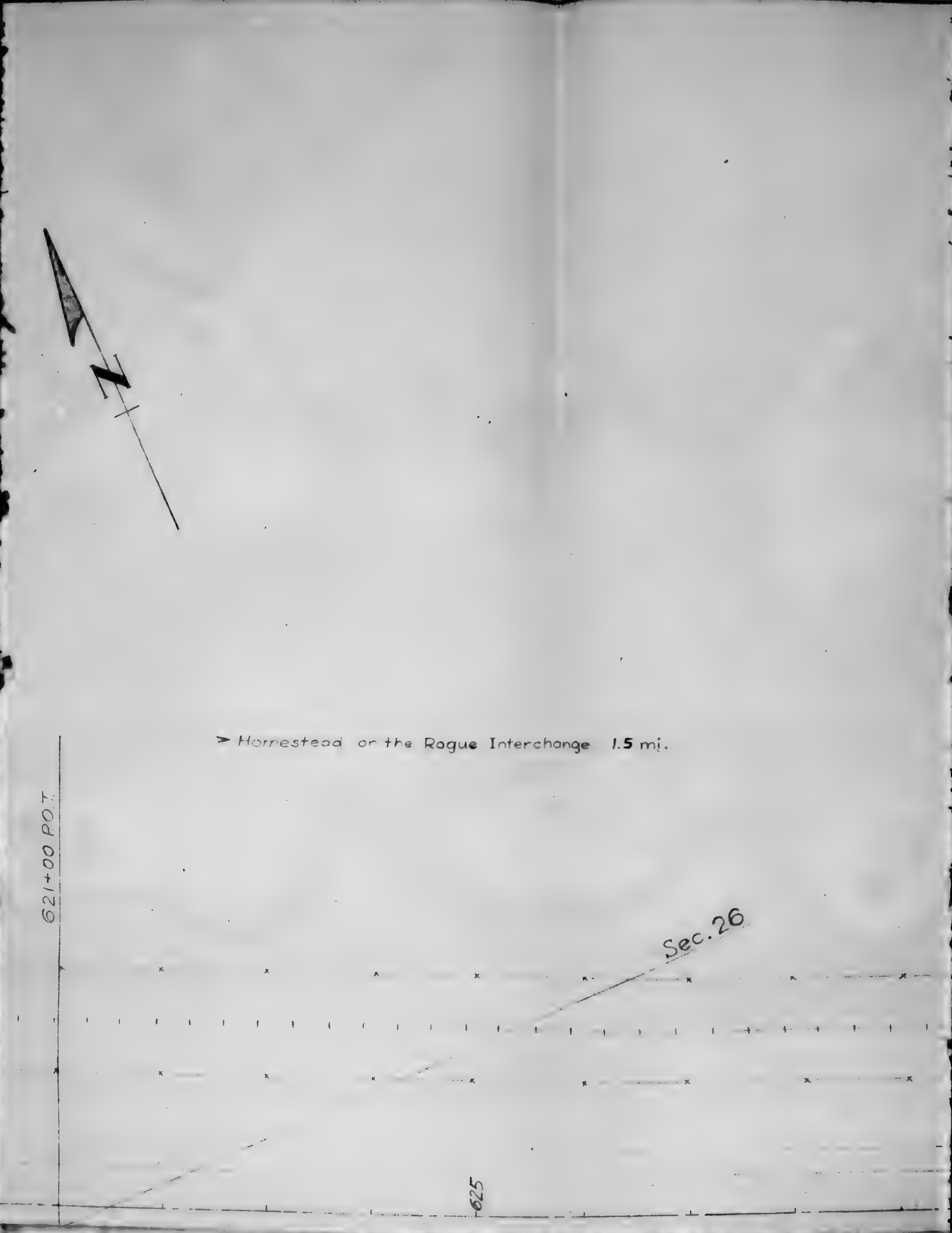
RCD:AJ
Encl

NOTED

T. 3



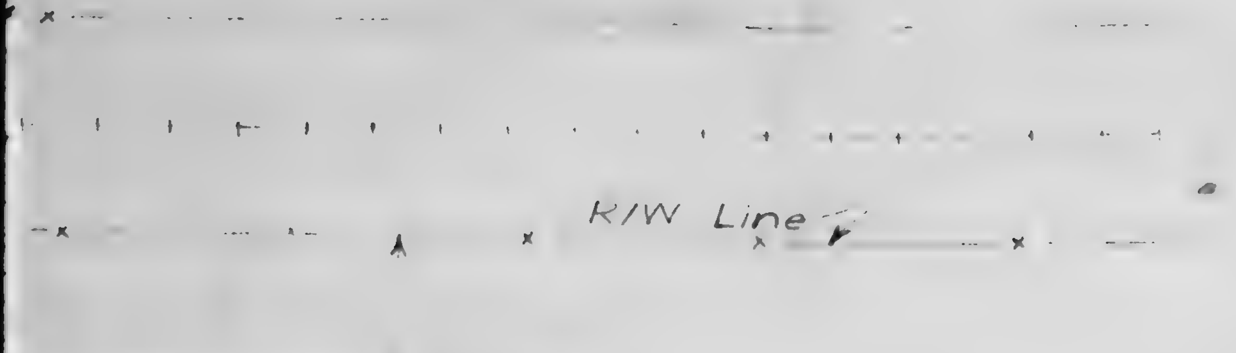

T. 36 S., R. 4 W., W. M.
Rogue River Interchange 1.8 mi.
621+00 P.O.T.
612+26.84 P.T.
SOUTHERN PACIFIC RAILROAD
NORTH BOUND
24
615
S63°11'E
620


N
➤ Homestead on the Rogue Interchange 1.5 mi.
621+00 P.O.T.
Sec. 26
625

EVANS CREEK - HOMESTEAD SEC.
PACIFIC HIGHWAY
JACKSON COUNTY

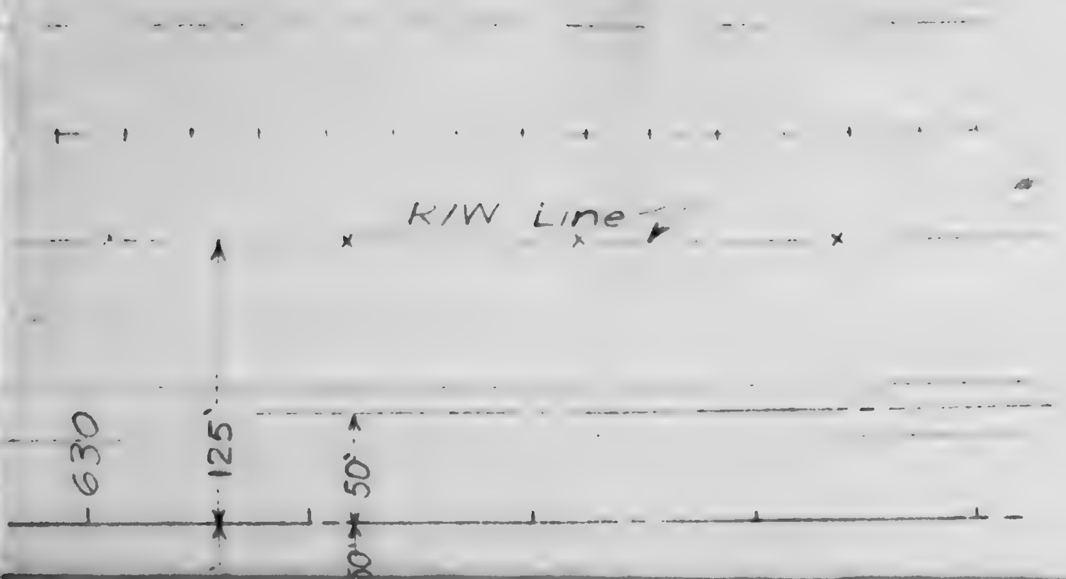
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON				

Standard Interchange Layout Sheet

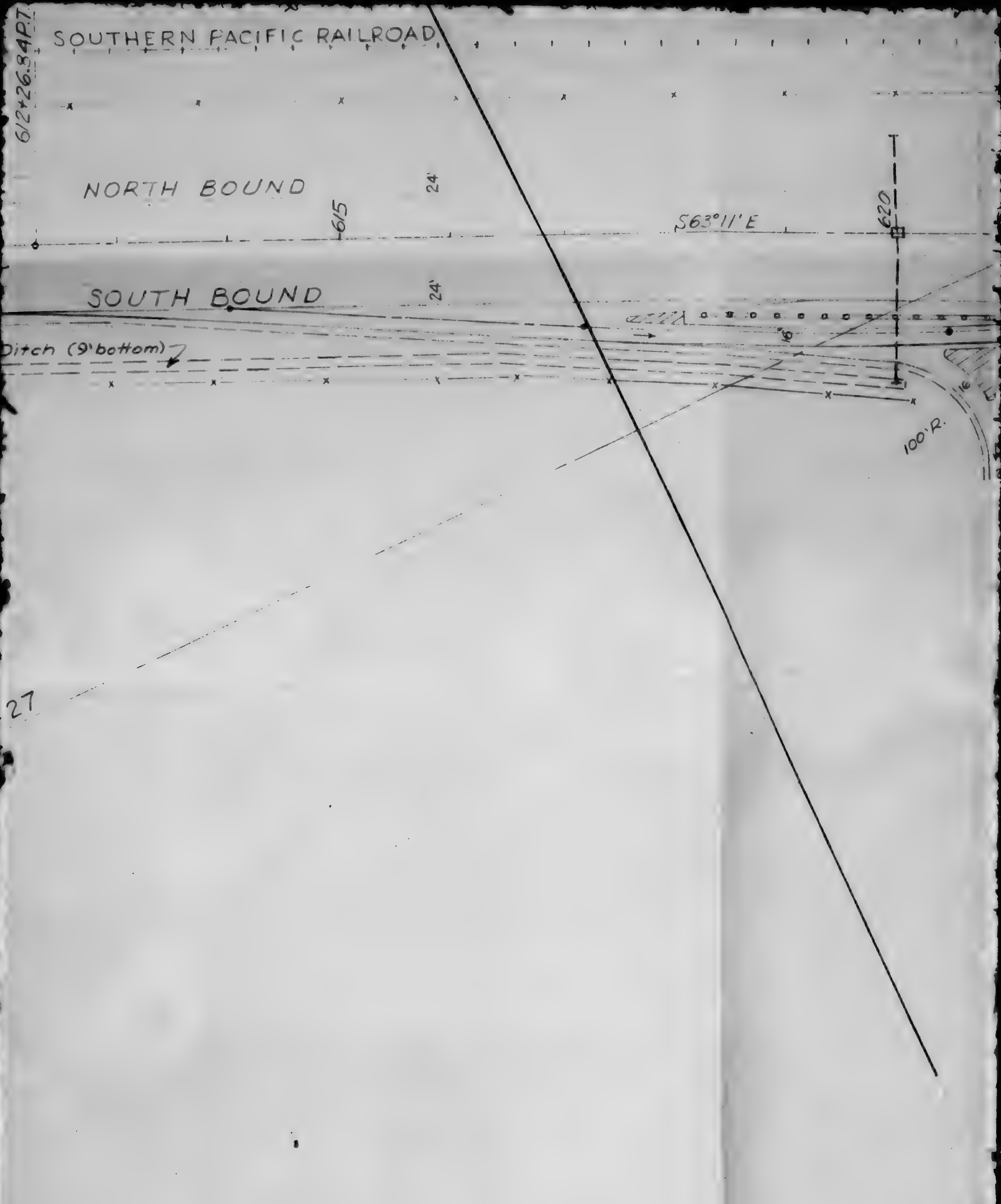

R/W Line
630
125'
50'
50'

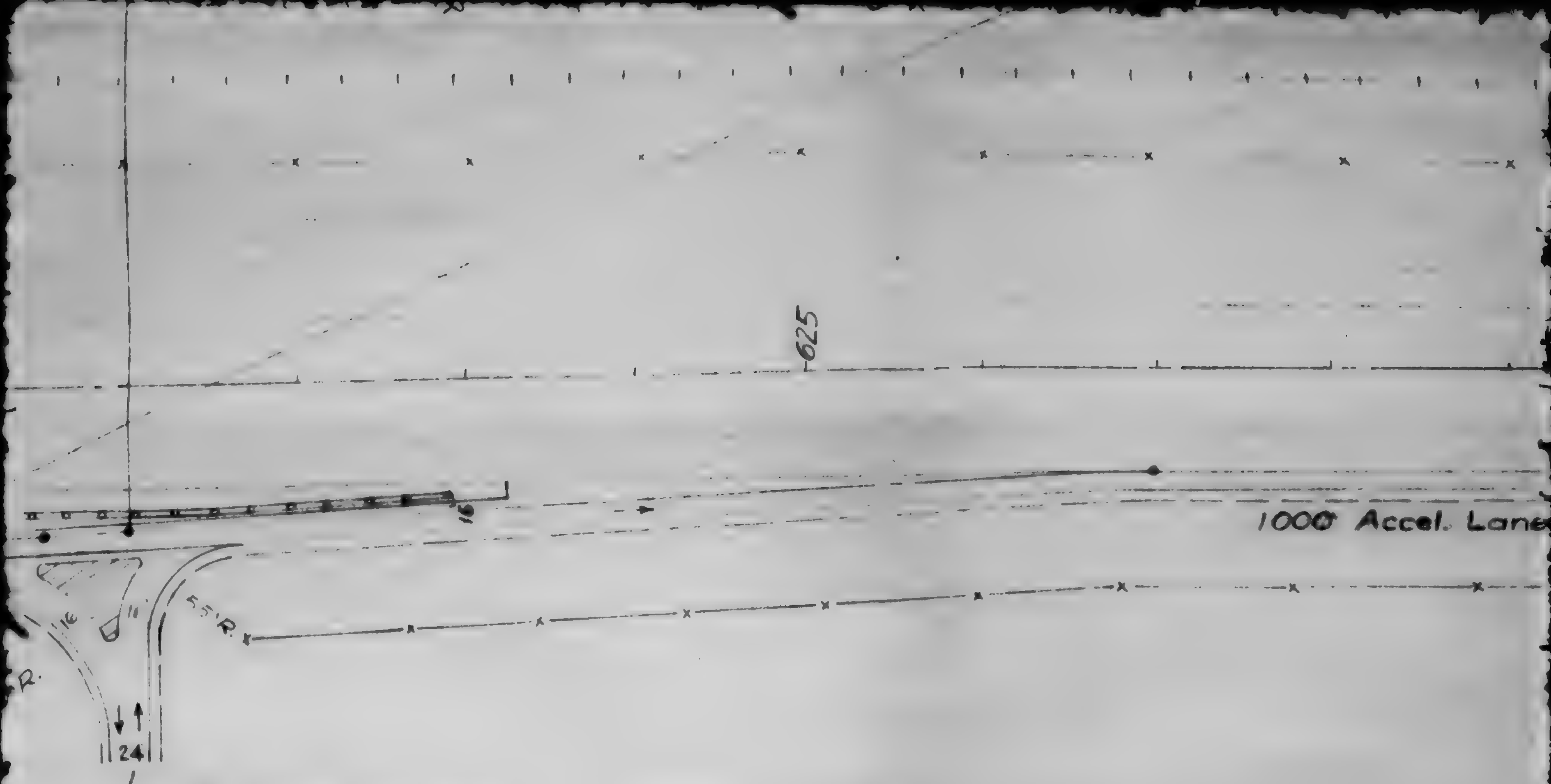
EVANS CREEK - HOMESTEAD SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

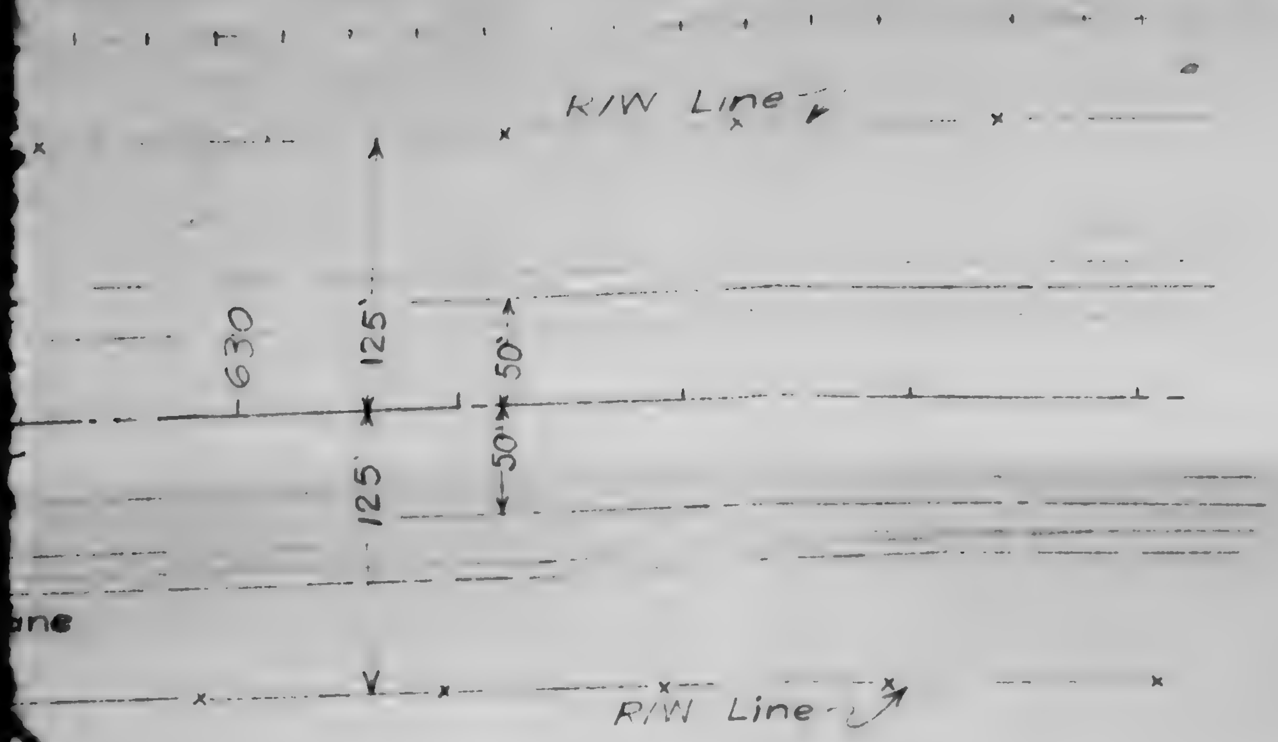

R/W Line
630
125'
50'
50'

612+26.84 P.
S
Cutoff Ditch
Sec. 27


612+26.84 P.T.
SOUTHERN PACIFIC RAILROAD
NORTH BOUND
24'
615
S63°11'E
620
SOUTH BOUND
24'
Ditch (9' bottom)
16'
16
100'R.
27


625
1000' Accel. Lane
55'R.
16
R.
24

To State Park (approx. vicinity Sta. 630 to 690).


R/W Line
630
125'
50'
50'
125'
ane
R/W Line

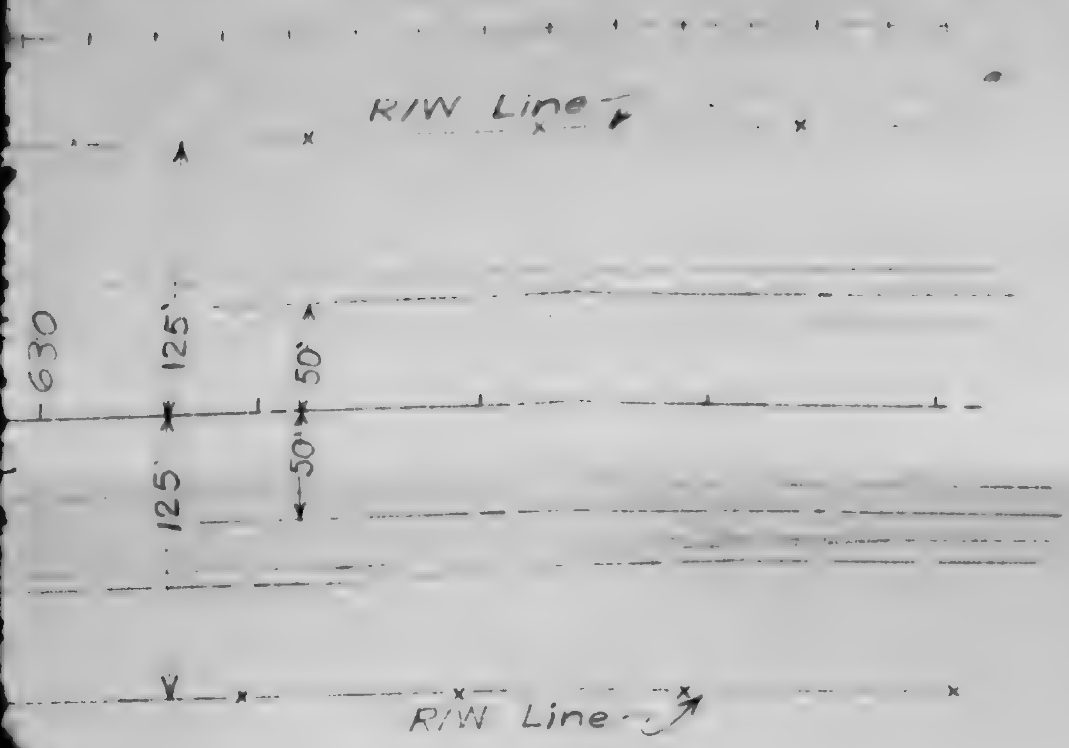
ROGUE RIVER PARK CONNECTION

MILE POST

12-29-'59 Date Signature

Submitted			Resident Engineer
Approved			Division Engineer
"			Traffic Engineer
"			Bridge Engineer
"	12-30-59		Construction Eng'r.
"			Dep. Highway Eng'r.
"			U. S. B. P. R.

5-X-37


R/W Line
630
125'
125'
50'
50'
R/W Line

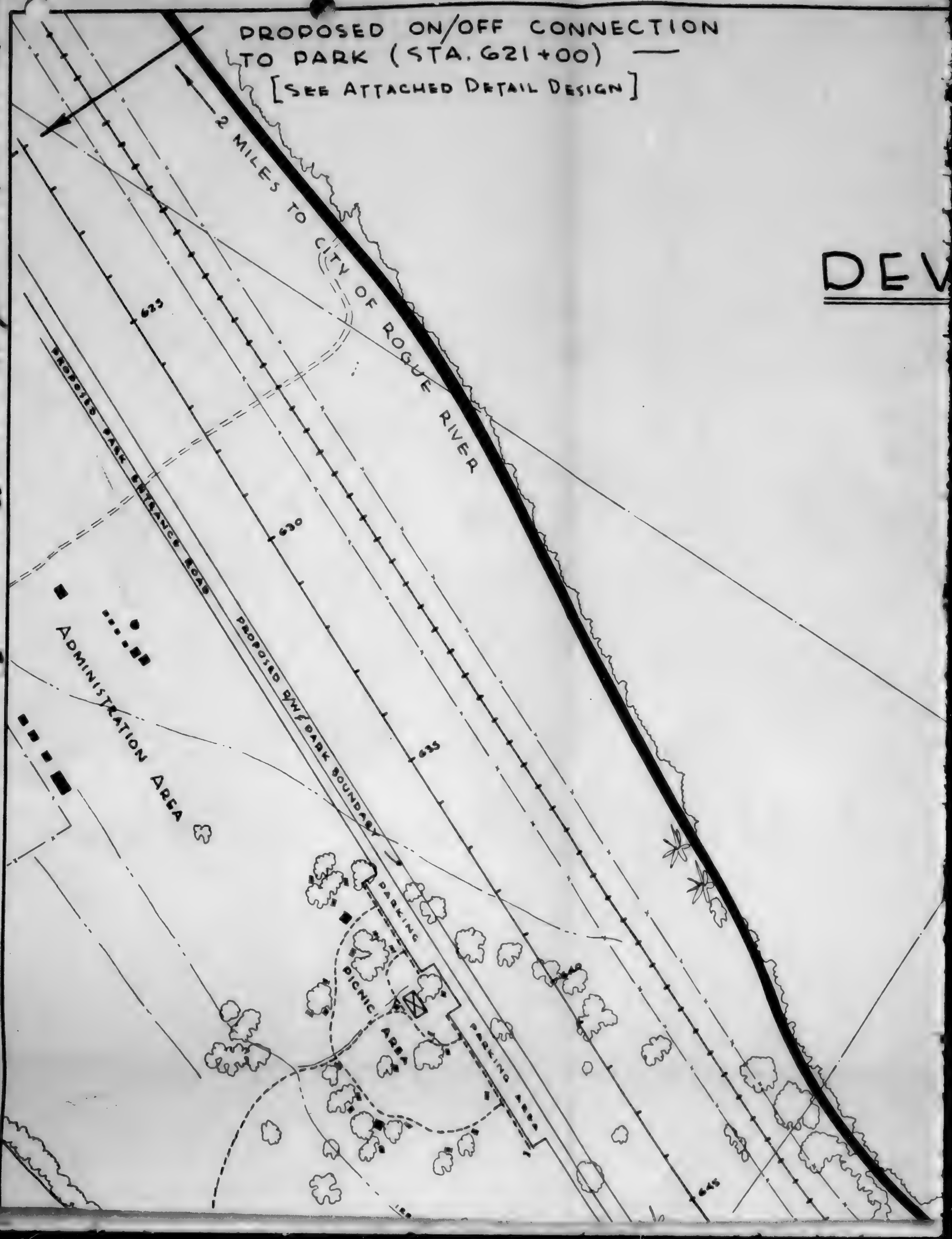
ROGUE RIVER PARK CONNECTION

MILE POST

12-29-59 Date Signature

Submitted			Resident Engineer
Approved			Division Engineer
"			Traffic Engineer
"			Bridge Engineer
"	12-30-59		Construction Eng'r.
"			Dep. Highway Eng'r.
"			U. S. B. P. R.

5-X-37



PROPOSED ON/OFF CONNECTION
TO PARK (STA. 621+00)
[SEE ATTACHED DETAIL DESIGN]

DEV
2 MILES TO CITY OF ROGUE RIVER
625
630
635
640
645
PROPOSED PARK ENTRANCE ROAD
PROPOSED R/W & PARK BOUNDARY
ADMINISTRATION AREA
PARKING
PICNIC AREA
PARKING AREA

EVELOPMENT PLAN – PRO

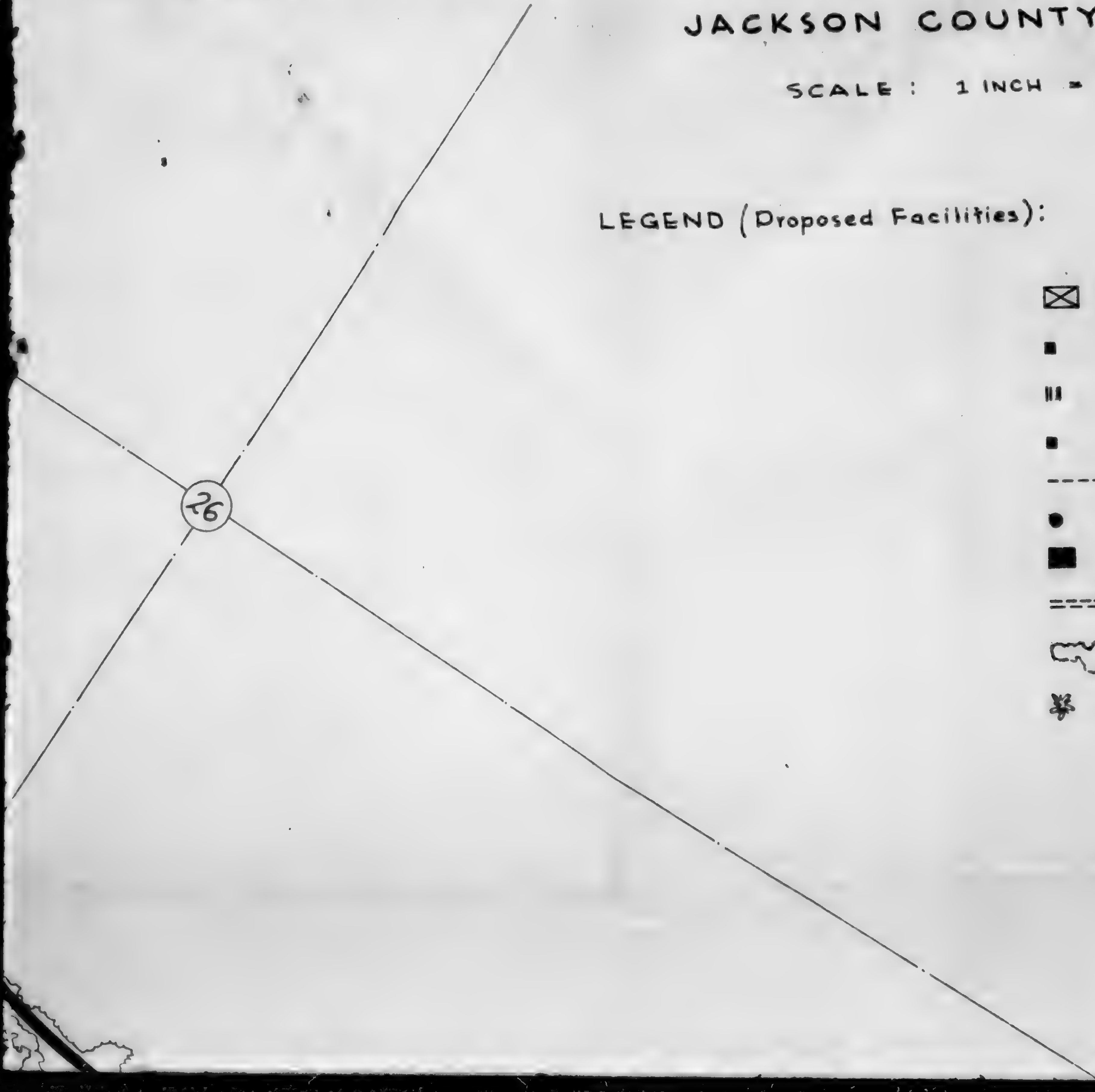
EVANS CREEK - HOMESTEAD SECTI

JACKSON COUNTY, OR

SCALE: 1 INCH = 200 FE

LEGEND (Proposed Facilities):

☒	RES
■	PIT
‖‖	TA
■	ELE
------	TR
●	WA
■	EXI
======	EX
〰	DE
✱	CO



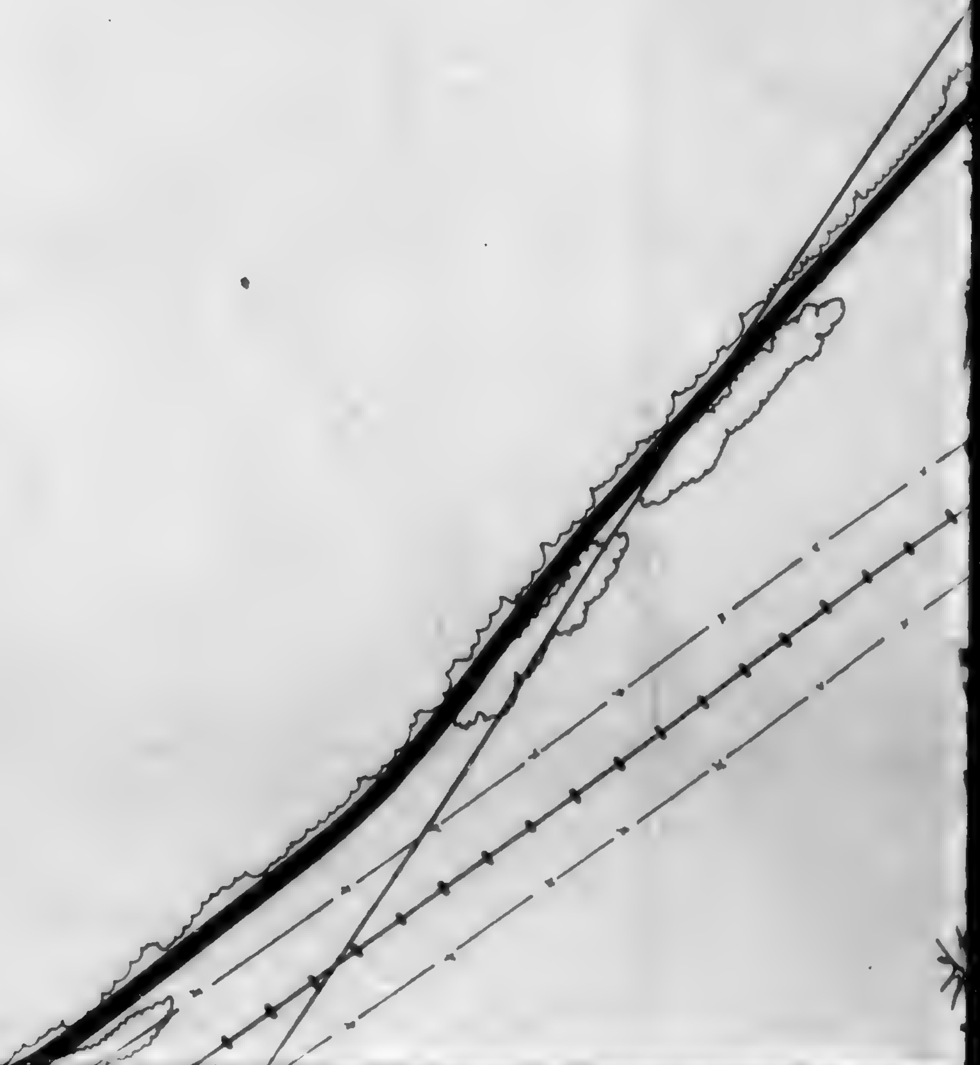
ROPOSED STATE PARK

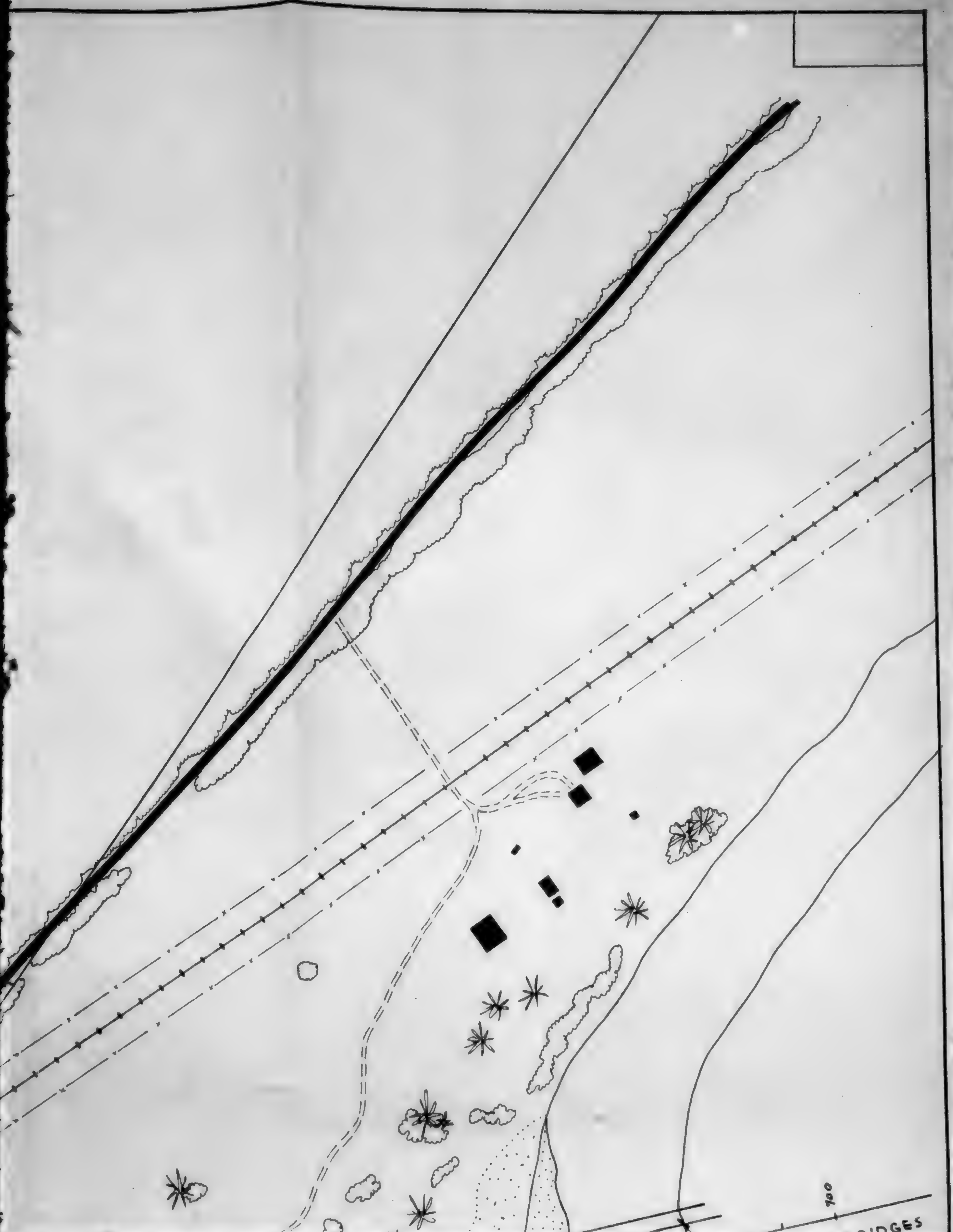
TION — PACIFIC HIGHWAY

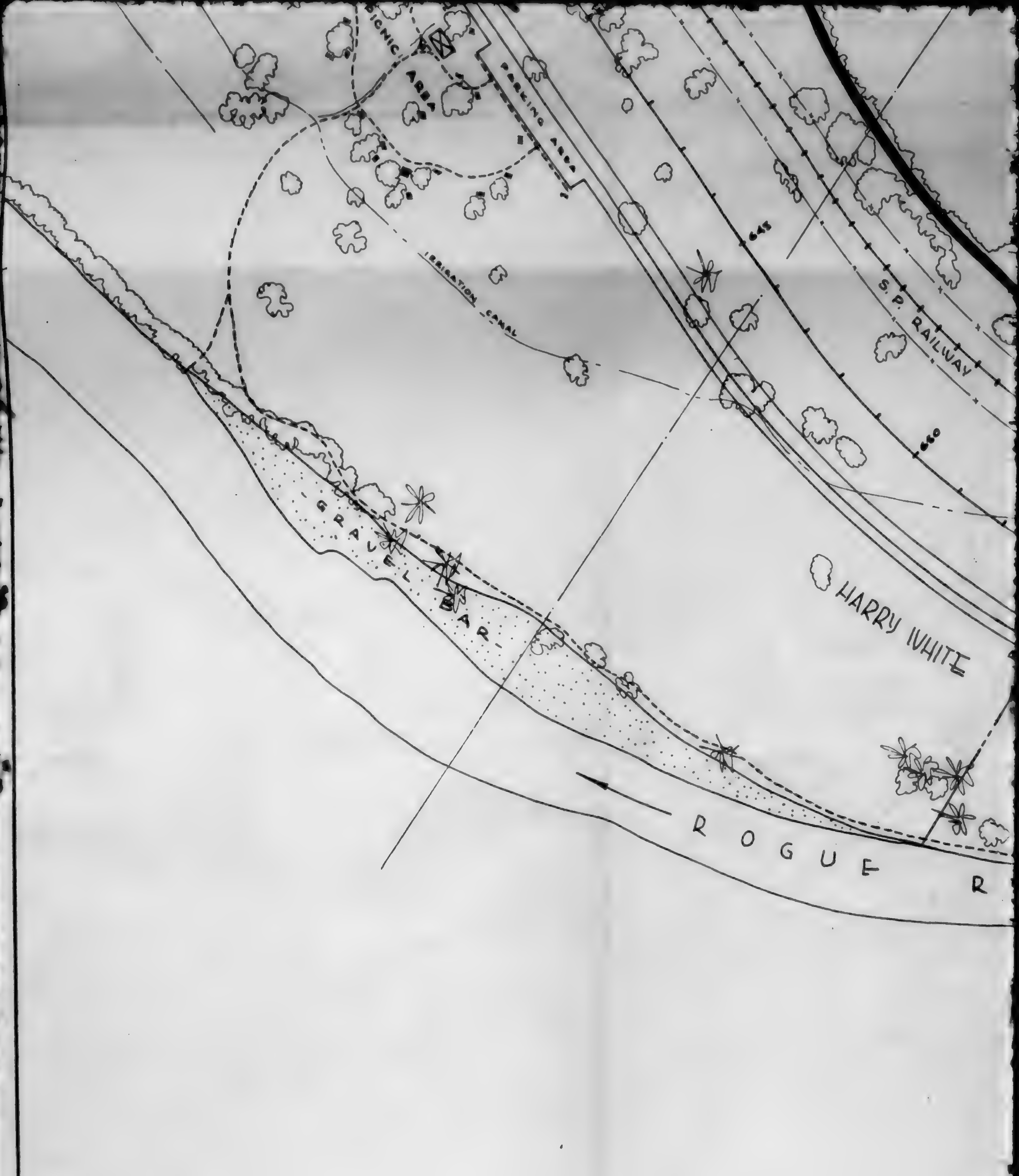
OREGON

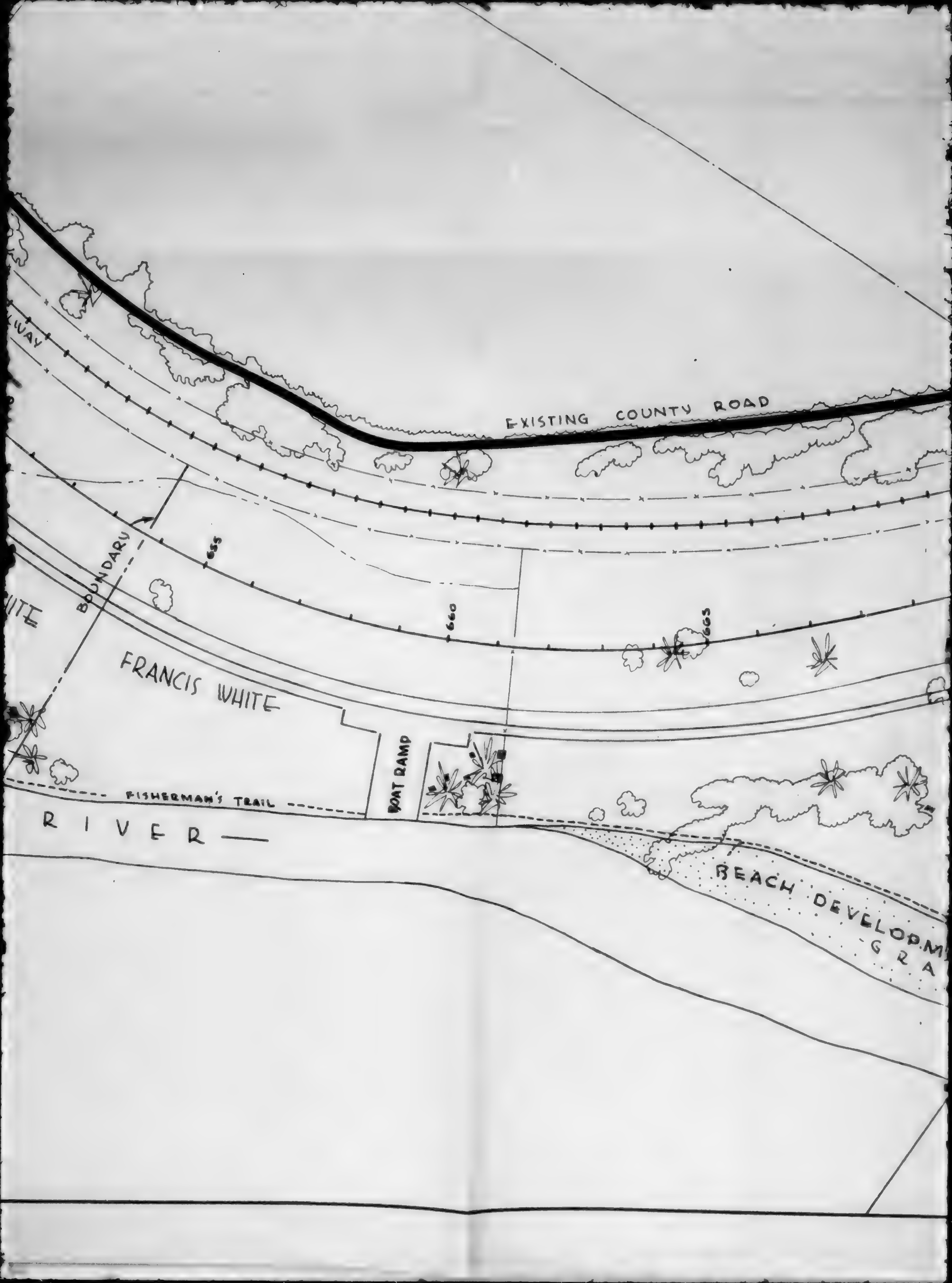
O FEET

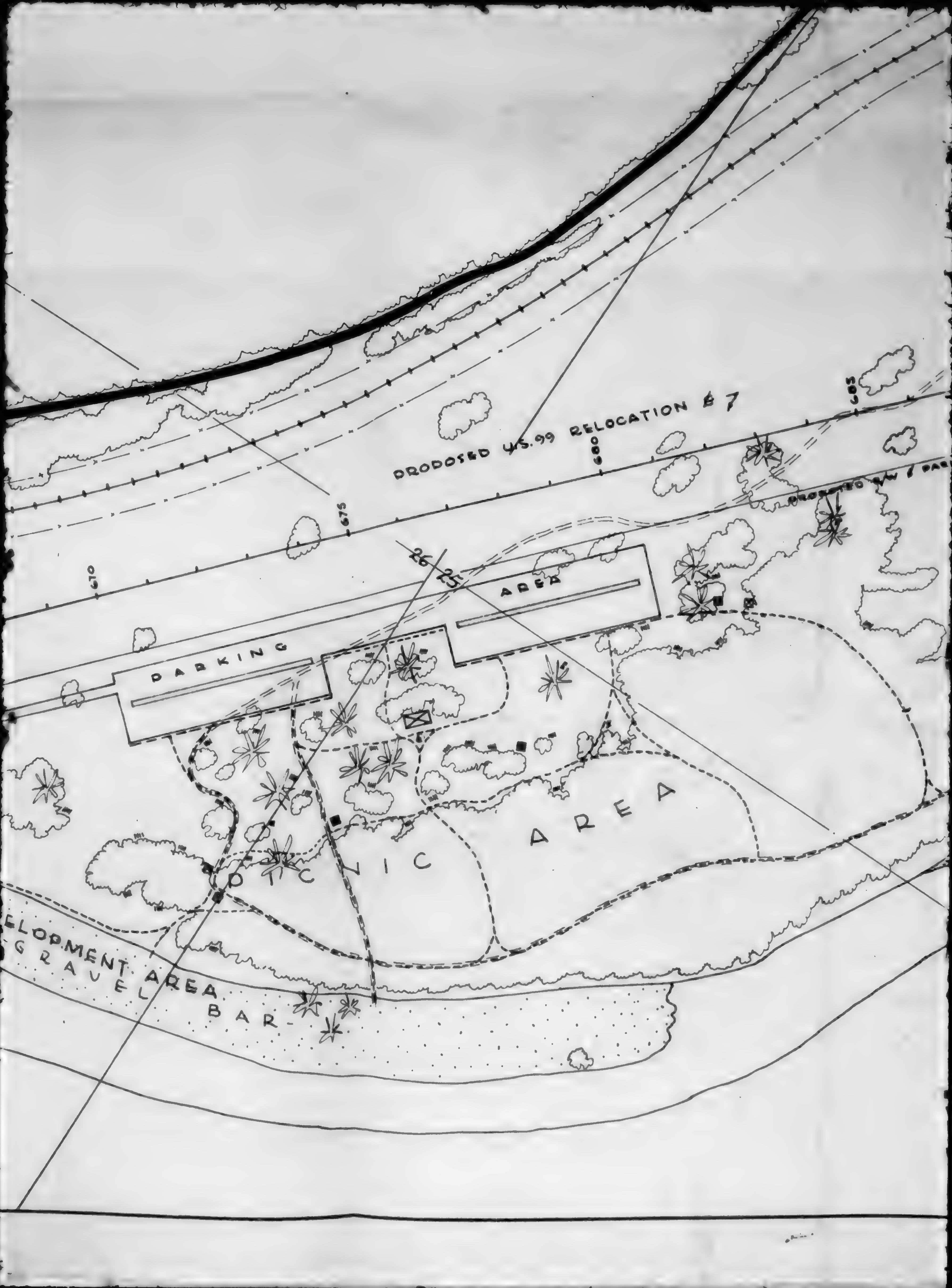
REST ROOM
PIT LATRINE
TABLE
ELECTRIC STOVE SHELTER
TRAIL
WATER FOUNTAIN
EXISTING BUILDING
EXISTING ROAD
DECIDUOUS TREE GROWTH (EXISTING)
CONIFEROUS TREE (EXISTING)

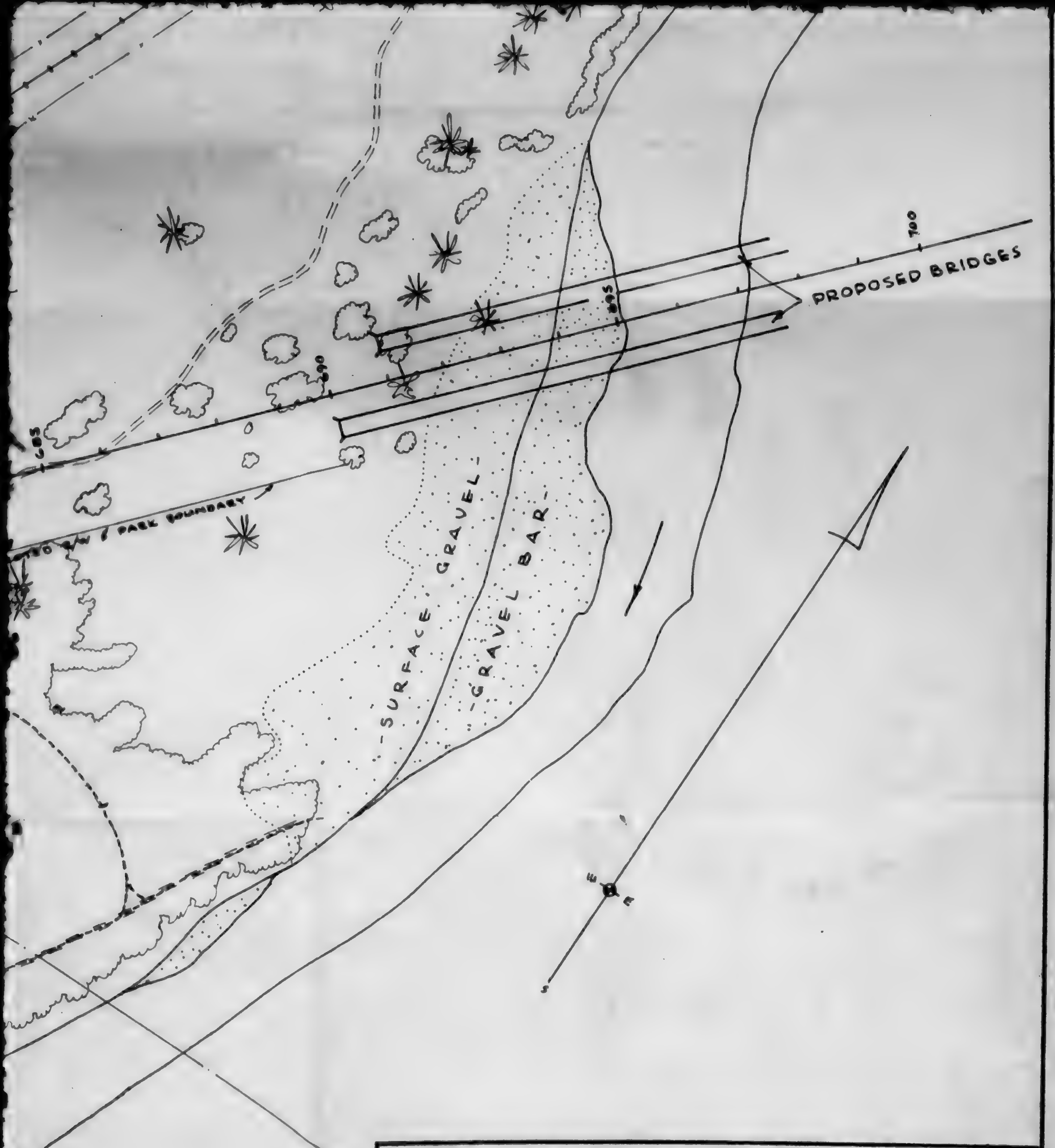



700
BRIDGES


PICNIC AREA
PARKING AREA
IRRIGATION CANAL
645
650
S.P. RAILWAY
GRAVEL BAR
HARRY WHITE
ROGUE R


KWAY
EXISTING COUNTY ROAD
BOUNDARY
655
660
665
HITE
FRANCIS WHITE
BOAT RAMP
FISHERMAN'S TRAIL
RIVER —
BEACH DEVELOPM
GRA


PROPOSED U.S. 99 RELOCATION ℄ 7
670
675
680
685
PROPOSED R/W & PAR
26
25
PARKING
AREA
PICNIC AREA
ELOPMENT AREA
GRAVEL BAR


700
PROPOSED BRIDGES
695
690
685
TED R/W & PARK BOUNDARY
-SURFACE GRAVEL-
-GRAVEL BAR-
E
E
S

OREGON STATE PARKS & RECREATION DIVISION
OF THE OREGON STATE HIGHWAY COMMISSION

SCALE: 1" = 200'	APPROVED BY	DRAWN BY W.A.B.
DATE: 12-4-'59		PLAN TR: W.E.W.

WHITE PROPERTY DEVELOPMENT PLAN

T. 36 S., R. 3 W., W.M. JACKSON CO.

DRAWING NUMBER

RECEIVED
DEC 29 1959
FOR FILING

I-5-1(8)46

5627

December 28, 1959

Mr. W. H. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

I have your letter of December 22 with the description and map for the proposed easement at Ward Creek in the city of Rogue River. The description is entirely satisfactory to this Department. The State either has or will acquire all of the property lying west of your right of way which would be needed for the project.

It would be appreciated if you would process the easement-agreement as early as convenient as we have this project scheduled for early contracting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. A. W. Kilborn
Mr. W. C. Williams
Mr. Walter Wright

4-59

Southern Pacific Company

8-2708

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
W. J. JONES
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

December 22, 1959

91146/323
0-PD-59-2

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Asst.
State Highway Engineer

Dear Sir:

This refers to your letter of November 25 in connection with an easement on a portion of our right of way at Ward Creek in the City of Rogue River for construction of a concrete box culvert to be constructed as a portion of the freeway project.

Attached is print of Portland Divn. Dwg. A-1897 on which the proposed easement is indicated in yellow tint. Also attached is one copy of metes and bounds description.

You will note that the print and description are predicated on the assumption that the State will have acquired the property lying westerly from a line 50 ft. westerly from the center line of the main track.

Will you please let us know whether or not the attached description is satisfactory.

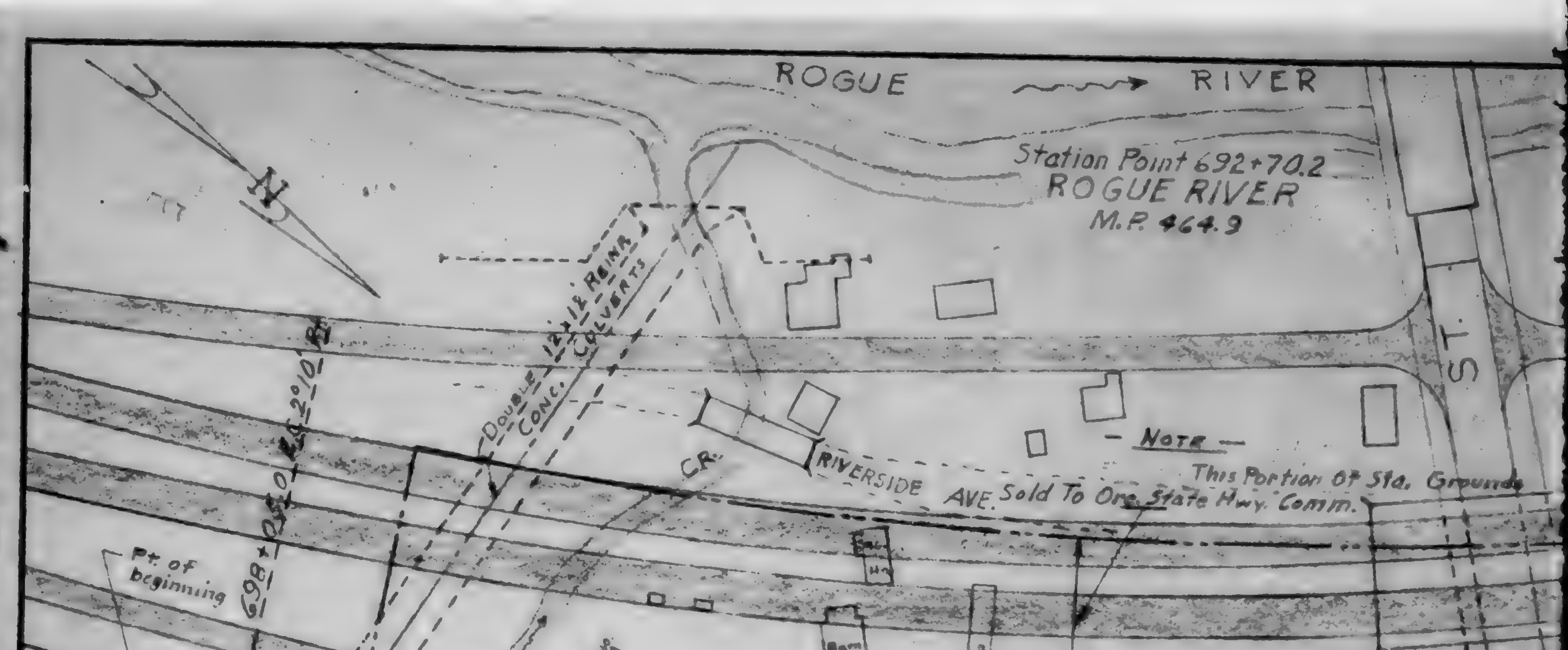
Yours truly,

Wm Jaekle

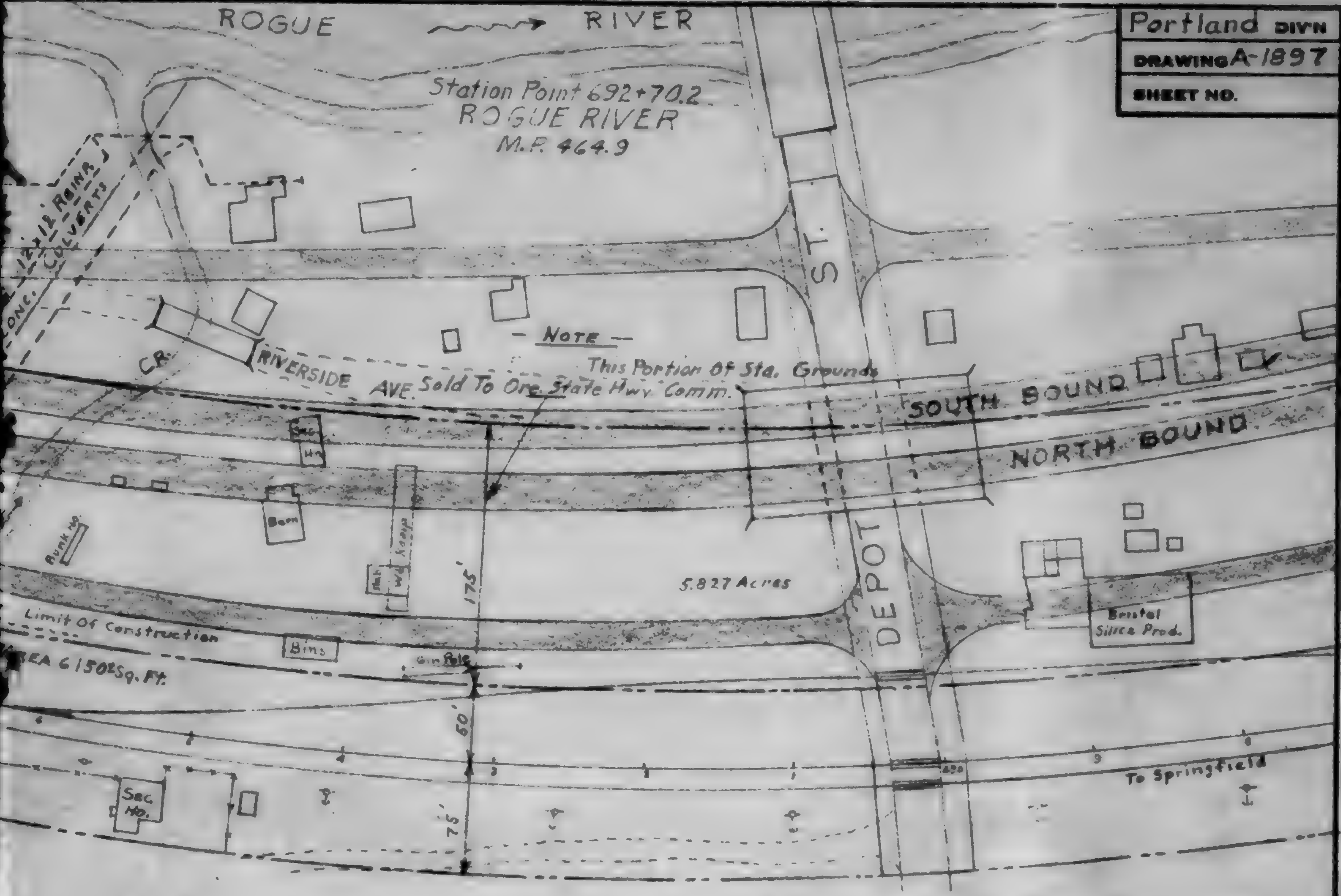
Enc.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1959
OREGON
STATE HIGHWAY COMMISSION


ROGUE RIVER
N
Station Point 692+70.2
ROGUE RIVER
M.P. 464.9
Double 12'x12' Reinf. Conc. Culverts
698+05.0 E.S. 2°10' Rt.
CR.
RIVERSIDE AVE.
ST.
– NOTE –
This Portion Of Sta. Grounds Sold To Ore. State Hwy. Comm.
Pt. of beginning
Sec. Hs.
Barn
Bunk Ho.
Ramp
Wh.
175'
5.827 Acres
DEPOT
35'
205'
205'
Limit Of Construction
Bins
Pole
To Ashland
30
AREA 6150± Sq. Ft.
20
60'
Sec. Ho.
75'
E.S. 698+59.7
F.B.W. 697+93.8
B.D. TRESTLE 464.80
E. 697+57.8
F.B.W. 697+14.6
E.S. 696+54.7
WARD
LEGEND
Yellow Tint Shows Easement
Shows S.P. Co. Property Line
SOUTH
EASEMENT
SCALE

Portland DIV'N
DRAWING A-1897
SHEET NO.


ROGUE RIVER
Station Point 692+70.2
ROGUE RIVER
M.P. 464.9
12x12 Reinf. Conc. Culverts
CR.
RIVERSIDE AVE.
– NOTE –
This Portion Of Sta. Grounds Sold To Ore. State Hwy. Comm.
ST.
DEPOT
SOUTH BOUND
NORTH BOUND
Sec. Hs.
Beem
Bunk Ho.
Wd. Rack
175'
5.827 Acres
Bristol Silica Prod.
Limit Of Construction
Bins
AREA 6150± Sq. Ft.
60'
75'
Sec. Ho.
To Springfield

GEND

w Tint Shows Easement

ws S.P. Co. Property Line

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
SISKIYOU LINE
ROGUE RIVER
EASEMENT FOR RELOCATION OF WARD CREEK
STATE OF OREGON
SCALE: 1" = 100' J.J. July 17, 1959
Rev. Dec. 7, 1959

DRAWER

RECEIVED
NOV 25 1959
FOR FILING

November 25, 1959

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

698

Dear Sir:

Re: Ward Creek in city of Rogue River
in Jackson County

Under date of July 9, 1959, I wrote you requesting an easement for a channel change over your right of way at Ward Creek, in the city of Rogue River in Jackson County. This channel change was predicated upon the construction of bridges carrying our highway over Ward Creek.

Our plans have changed and we now propose to use a double 12' x 12' box culvert. This will necessitate the placing of the toe of the embankment within your right-of-way limits. I am attaching a print from our Drawing 5B-16-7 dated November 1959, which shows the limits of the encroachment which we request to accommodate this fill. Also on this plan is shown the cross section of the fill.

It would be appreciated if the encroachment shown on this map could be granted to us. We anticipate letting a contract for this section early in January of 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Encl.
GSP:gm
cc Mr. A. W. Kilborn
Mr. W. C. Williams
Mr. Tom Edwards
Mr. Ivan D. Merchant
Mr. Walter Wright

File

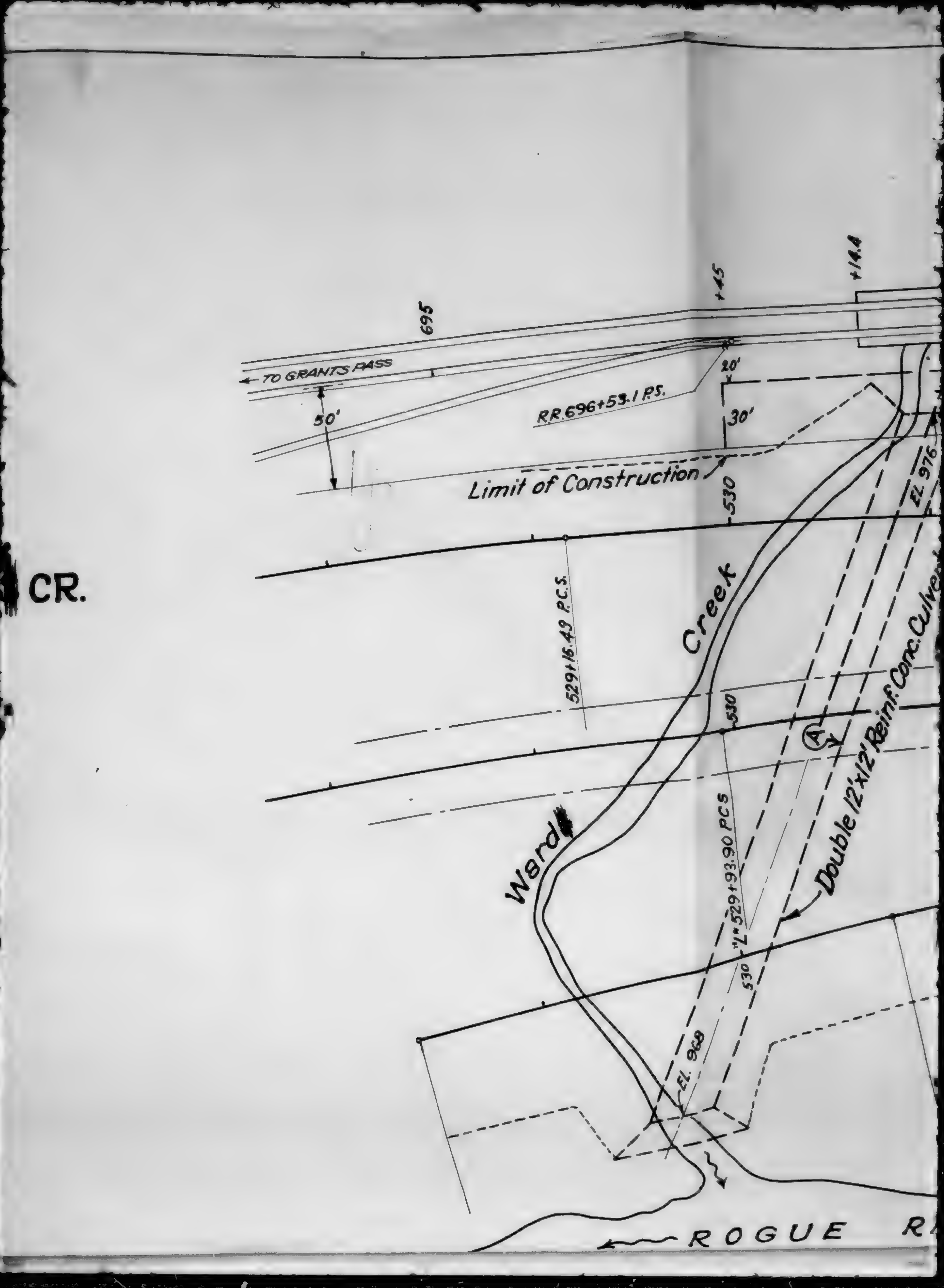
OREGON STATE HIGHWAY DEPARTMENT
Located Line

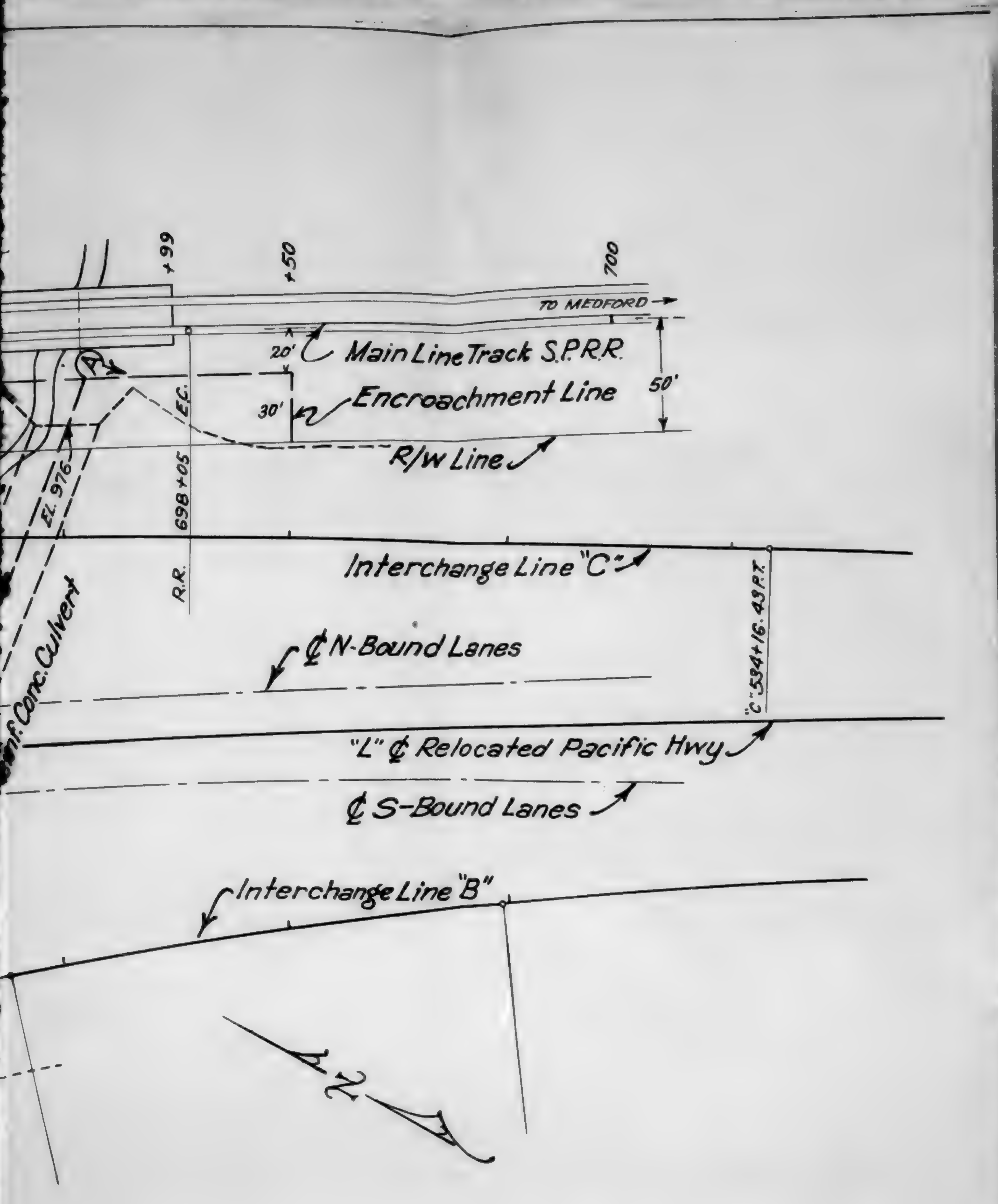
ENCROACHMENT ON S.P.R.R.CO. AT WARDS CR

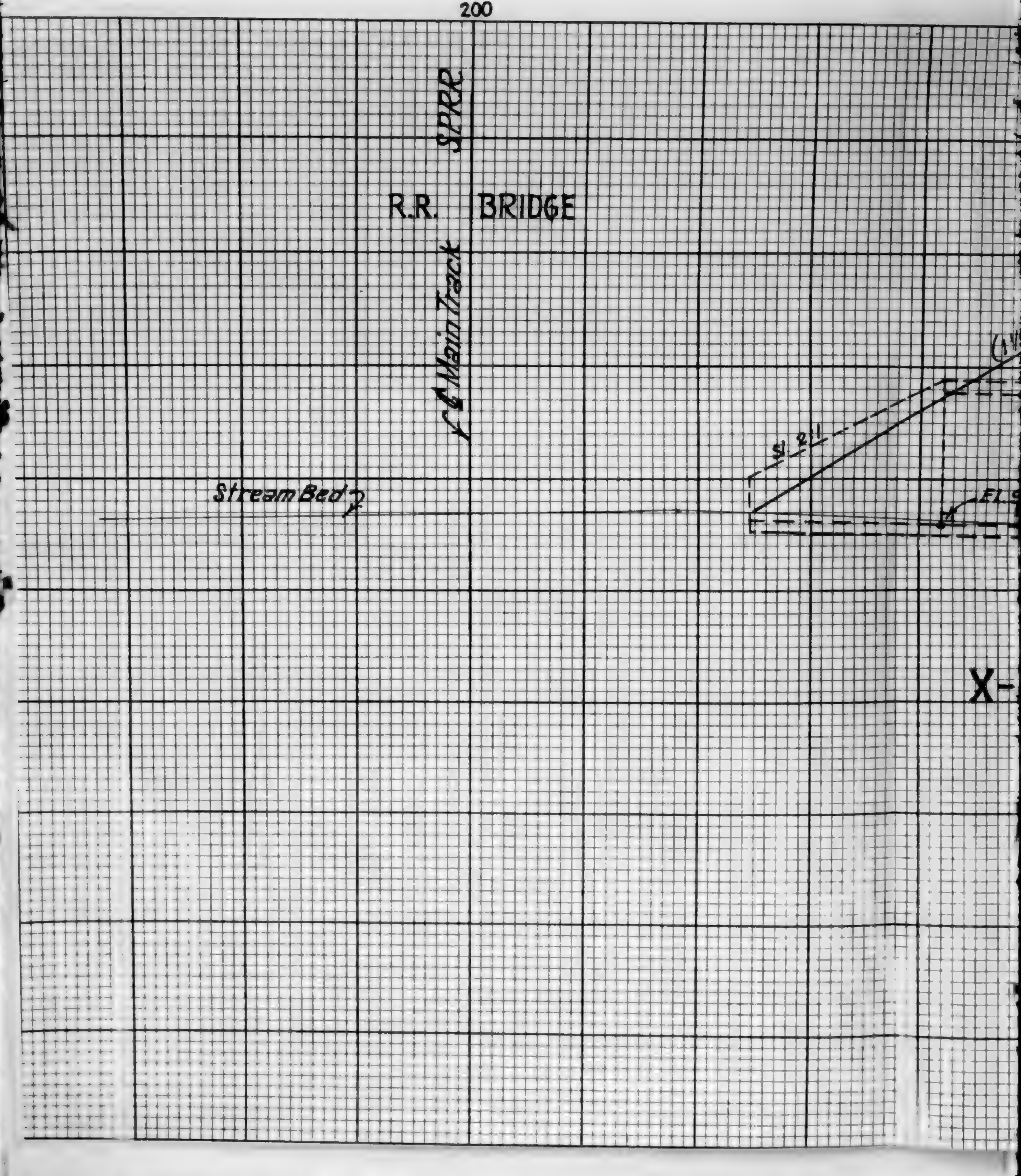
GRANTS PASS-ROCK PT. SEC. PACIFIC HWY.
JACKSON COUNTY

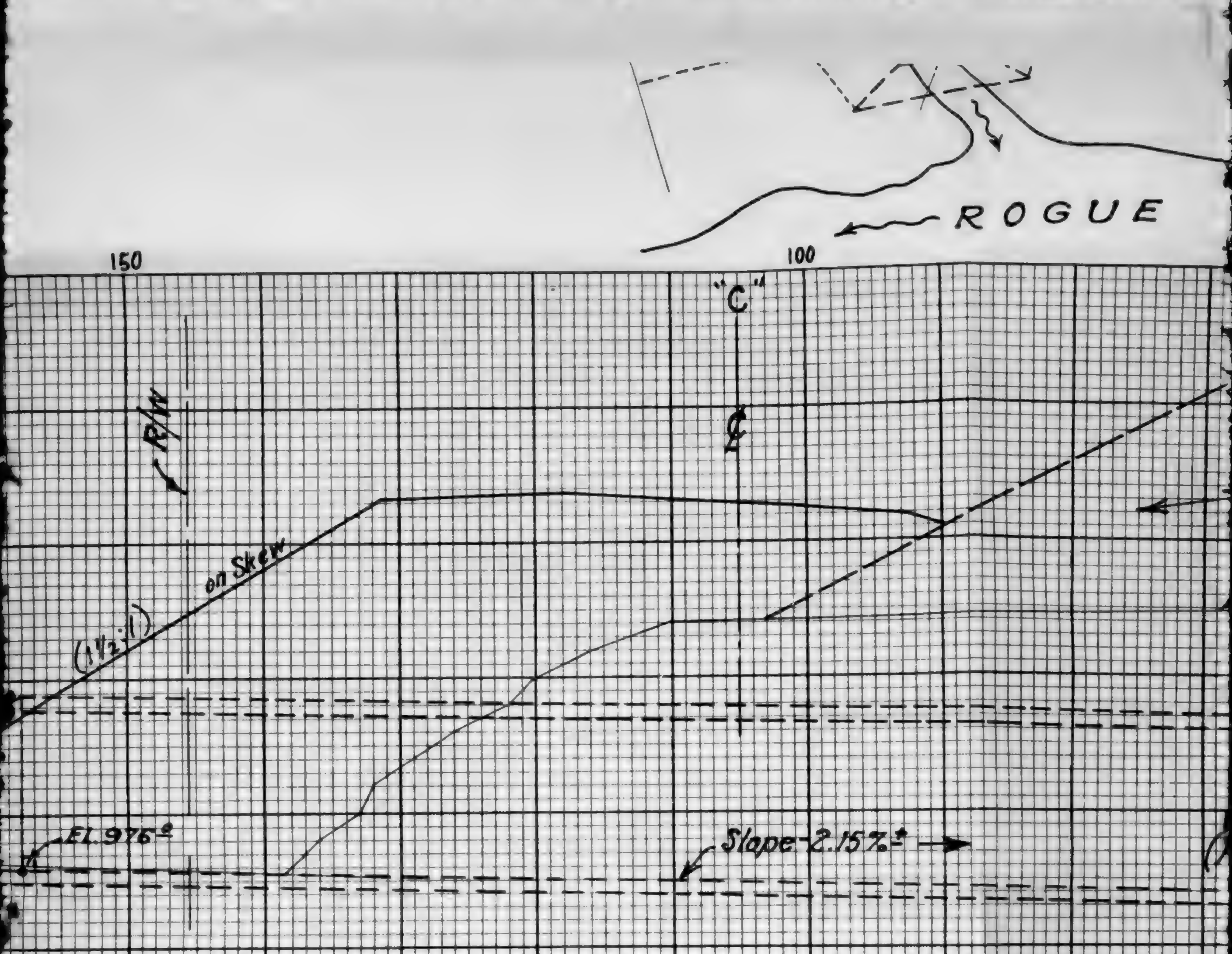
Scale 1" = 50'
Nov. 1959

DWG. No. 8B - 16 - 7


CR.
695
+45
+14.4
TO GRANTS PASS
20'
50'
R.R. 696+53.1 P.S.
30'
Limit of Construction
530
El. 976
529+16.49 P.C.S.
Creek
530
Ⓐ
Double 12'x12' Reinf. Conc. Culve
Ward
"L" 529+93.90 P.C.S
530
El. 968
ROGUE R


+99
+50
700
TO MEDFORD
20'
Main Line Track S.P.R.R.
A
Encroachment Line
30'
50'
E.C.
R/W Line
El. 976
698+05
R.R.
nf. Conc. Culvert
Interchange Line "C"
℄ N-Bound Lanes
"C" 534+16.43 P.T.
"L" ℄ Relocated Pacific Hwy
℄ S-Bound Lanes
Interchange Line "B"
N
RIVER


200
SPRR
R.R. BRIDGE
℄ Main Track
Stream Bed
Sl. 2:1
EL. 9
X-

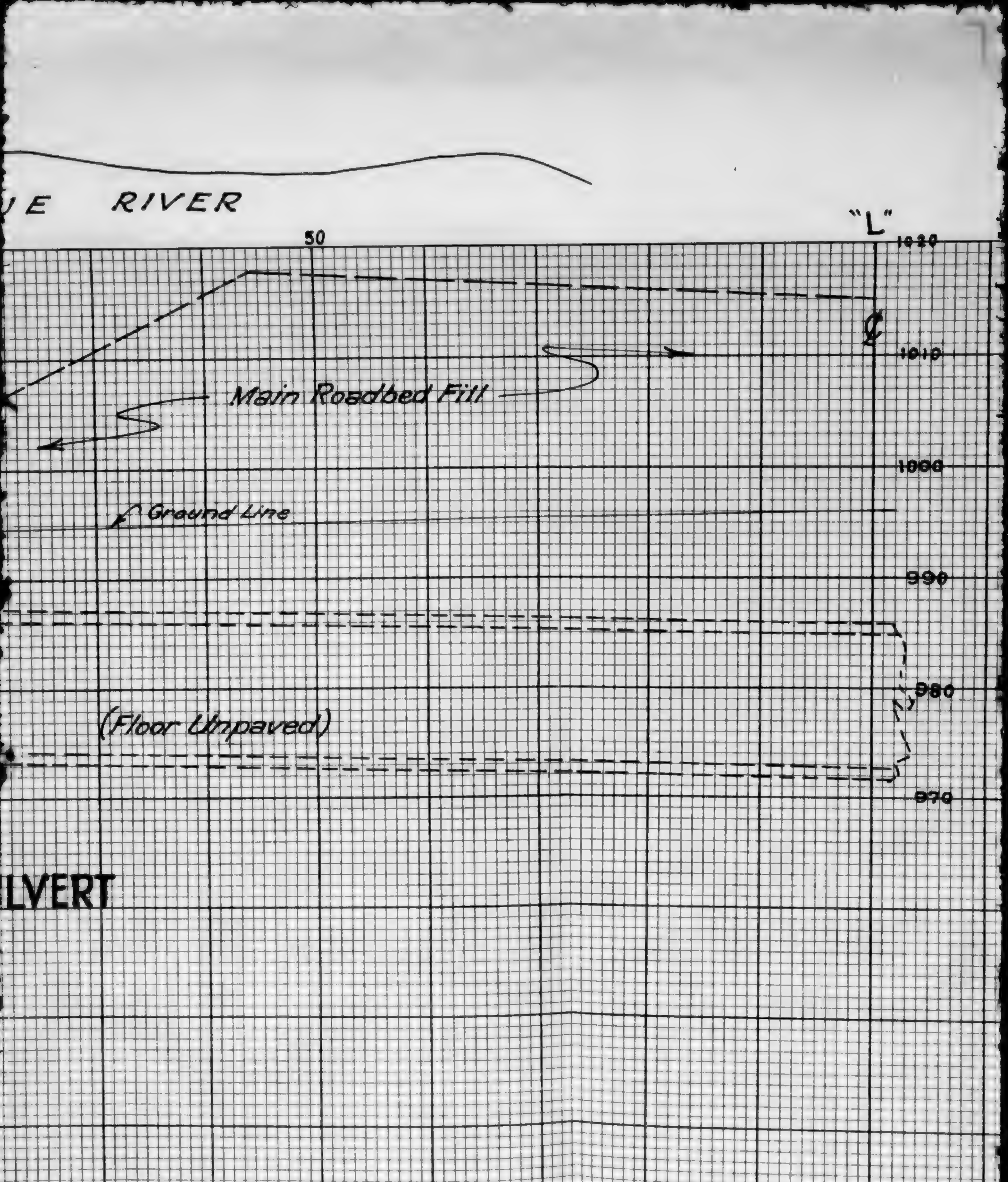

ROGUE
150
100
"C"
℄
R/W
on Skew
(1½:1)
El. 976±
Slope 2.15%±

A-A

X-SECTION THRU DOUBLE 12'×12' R.C. CULVERT

(ON APPROX. 25° SKEW ANGLE)

HWY. STA. "L" 530+50


UE RIVER
"L"
50
1020
℄
1010
Main Roadbed Fill
1000
Ground Line
990
980
(Floor Unpaved)
970
LVERT

RECEIVED
DEC [illegible] 1959

FOR FILING

I 5 [illegible]

5027

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 25, 1959

To: Mr. I. D. Merchant

SUBJECT: Ward Creek Culvert and
Fish Ladder
Evans Creek-Homestead Section
Pacific Highway

On November 18, I met with Mr. Reino Koski, Fish Liberation Biologist, and Mr. Gordon Campbell, Engineer, for the State Game Commission, to arrive at some definite idea for handling fish through the Ward Creek box culvert. Of the anadromous species, only steelhead are involved. The following specifications were decided upon:

1. The minimum ladder pool depth would be 18 inches; the maximum drop between pools would be 12 inches.

2. If on 1 per cent culvert slope and using built-up, full-width timber baffles, the minimum pool depth could be reduced to 11-3/4 inches if the baffles were on 16-foot centers, making the drop between pools about 2 inches.

3. Baffles would be required on culvert slopes of 1 per cent or steeper.

4. For a 6 feet wide ladder depressed below the invert of the box culvert, the weir should be full width with the crest 1 foot below the culvert floor.

5. The minimum baffle spacing would be 12 inches.

6. If the cemented gravel is tight enough to stand the velocity, there would be no objection to using a box culvert on 1 or 2 per cent without a floor and without baffles.

Three possible types of culvert and fish ladder were considered. The first was a notch 6 feet wide by 3 feet 6 inches deep set in the floor of the culvert. Baffle weirs 30 inches high would be located at 50-foot intervals down this notch. These baffles could be permanently fixed in place and made of concrete or, to facilitate cleaning of the ladder, they could be timber and removable. This type of ladder could be used on either a 1 or 2 per cent culvert slope.

The second fish ladder considered involved the use of baffles extending the full width of the culvert barrel. In the case of a double box, one barrel would be depressed and the baffles placed in it. The baffles would be built up of timber and bolted to the floor. It was decided that this type of baffle should not be used on culvert slopes steeper than 1 per cent and should be placed on a close spacing of 16 feet between baffles.

The third method of handling the problem would be to use a box culvert without a floor. The use of this type of culvert is based on the assumption that there would be found a durable, well-cemented gravel at the invert elevation. The bottom would be left somewhat rough and the water would roughen it some more so that, in effect, natural stream conditions would prevail. There would be a minor increase in head for this culvert operating submerged.

For any of these fish ladders to work, it is necessary that the migrating steelhead be able to get from the Rogue River into the culvert. The outlet is of fixed elevation but the culvert discharge and river elevation are variable. What is required is that there be sufficient water from the river into the culvert so that the fish can navigate. This can be accomplished by providing a narrow (6-foot) channel from the fish ladder into the river or by extending the fish ladder into the river on a maximum slope of 8 per cent. Sketches of these channel provisions are enclosed. A river elevation of 968 feet would be likely at the time the fish are migrating.

Mr. F. D. Morgan has recommended that the proposed culvert be placed on a skew so as to discharge into the present channel of Ward Creek near its confluence with Rogue River. I feel that if we can safely discharge into the mouth of Ward Creek, we can probably discharge safely into a channel on a right-angle crossing, if the bottom is cemented gravel. There is general evidence that cemented gravel could exist at this location. However, there is no specific evidence that it does.

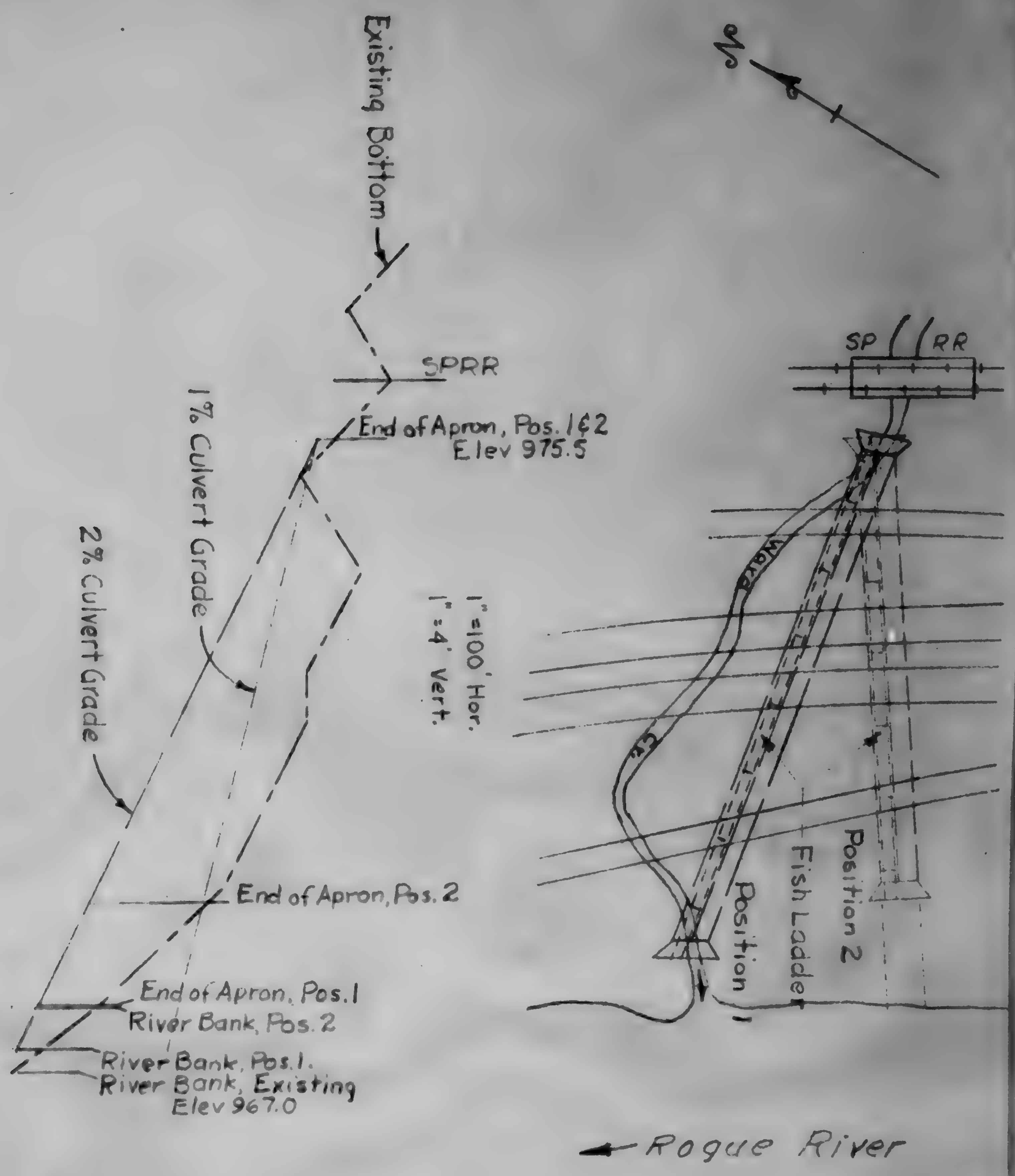
In the light of the information presently available, particularly as regards the cemented gravel, I would recommend using the 6 feet wide notch ladder with Outlet 1 in culvert Position 1. The bottomless box in Position 2 would be my recommendation if good, cemented gravel were known to exist.

John C. Jenkins
Assistant Research Engineer

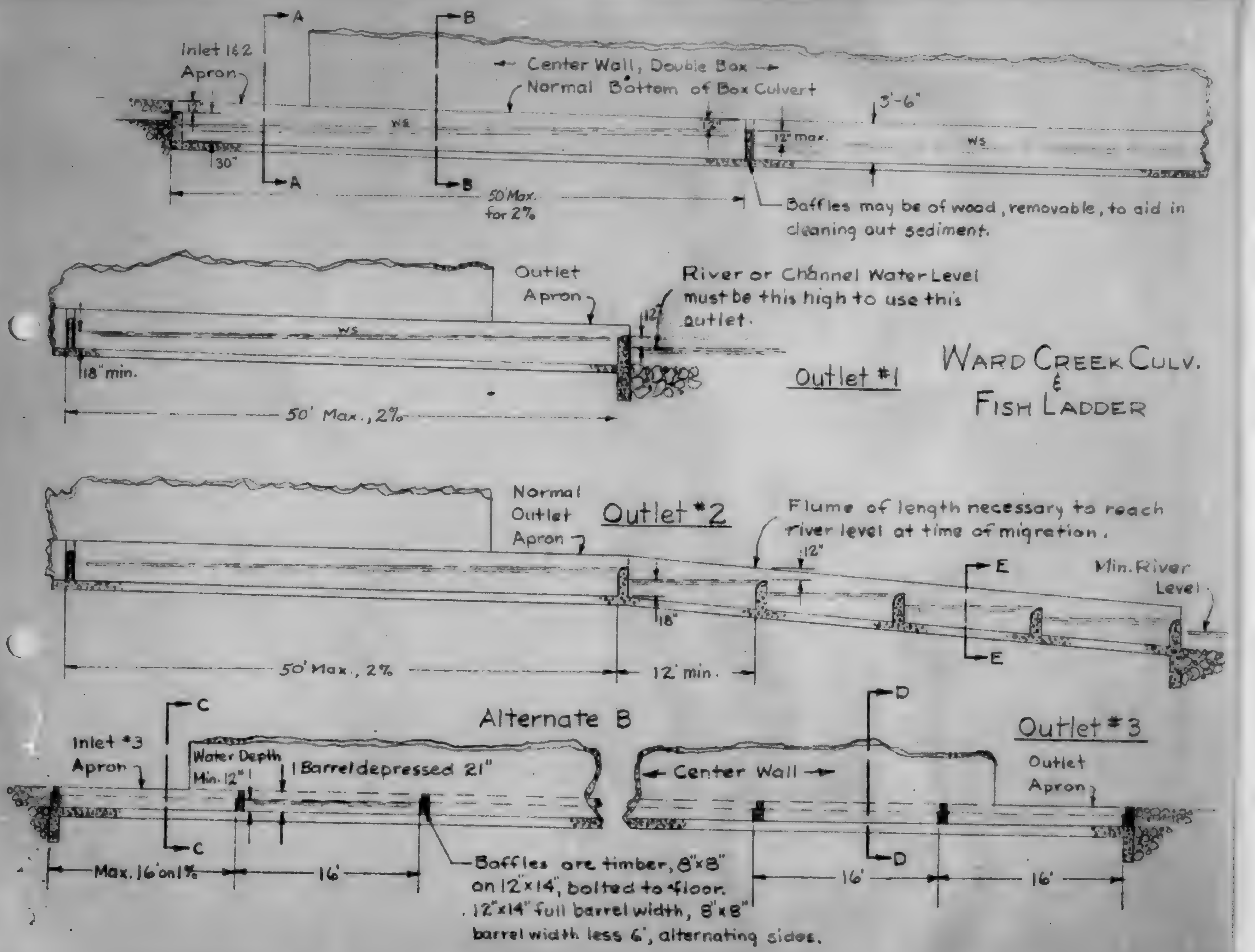
JCJ:ae

Enclosure

cc to: Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Frank Hall

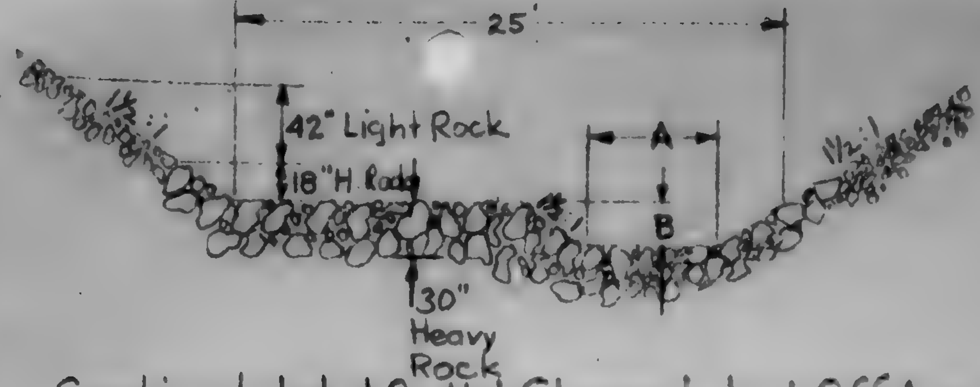

Existing Bottom
SPRR
End of Apron, Pos. 1&2
Elev 975.5
1% Culvert Grade
2% Culvert Grade
1"=100' Hor.
1"=4' Vert.
End of Apron, Pos. 2
End of Apron, Pos. 1
River Bank, Pos. 2
River Bank, Pos. 1.
River Bank, Existing
Elev 967.0
N
SP
RR
Ward Cr
Position 1
Fish Ladder
Position 2
Rogue River

WARD CREEK & CULVERT
FISH LADDER



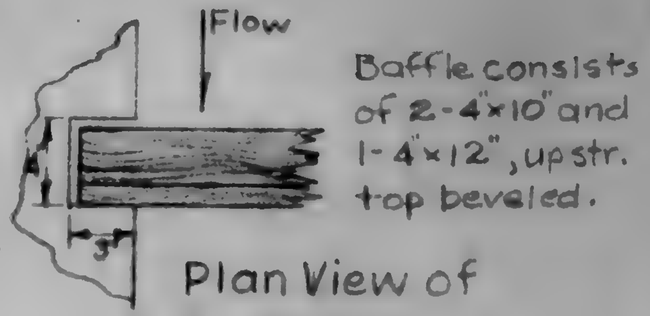
WARD CREEK CULV. & FISH LADDER

A
B
Inlet 1&2 Apron
← Center Wall, Double Box →
Normal Bottom of Box Culvert
3'-6"
12"
12" max.
WS
30"
50' Max. for 2%
Baffles may be of wood, removable, to aid in cleaning out sediment.
Outlet Apron
River or Channel Water Level must be this high to use this outlet.
12"
18" min.
50' Max., 2%
Outlet #1
Normal Outlet Apron
Outlet #2
Flume of length necessary to reach river level at time of migration.
12"
18"
E
Min. River Level
50' Max., 2%
12' min.
Alternate B
C
D
Inlet #3 Apron
Water Depth Min. 12"
1 Barrel depressed 21"
← Center Wall →
Outlet #3
Outlet Apron
Max. 16' on 1%
16'
16'
16'
Baffles are timber, 8"x8" on 12"x14", bolted to floor. 12"x14" full barrel width, 8"x8" barrel width less 6', alternating sides.


25'
1½:1
42" Light Rock
18" H. Rock
A
B
1½:1
30" Heavy Rock

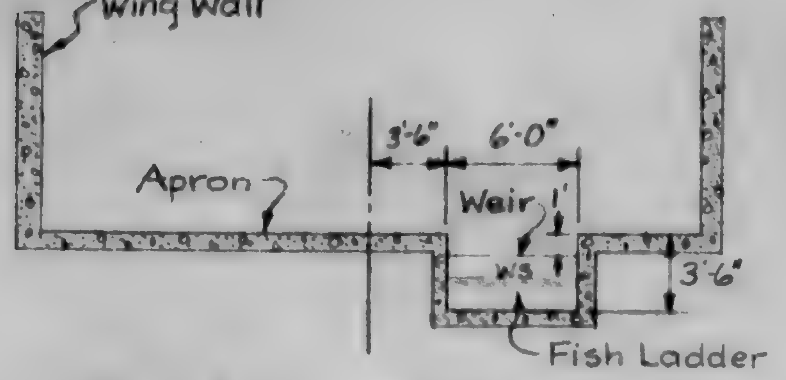
Section, Inlet & Outlet Channel Just Off Apron
Double 12'×12' RCBC

Inlet & Outlet	Dimension A	B
1	6'	24"
2	6'	24"
3	7'	21"

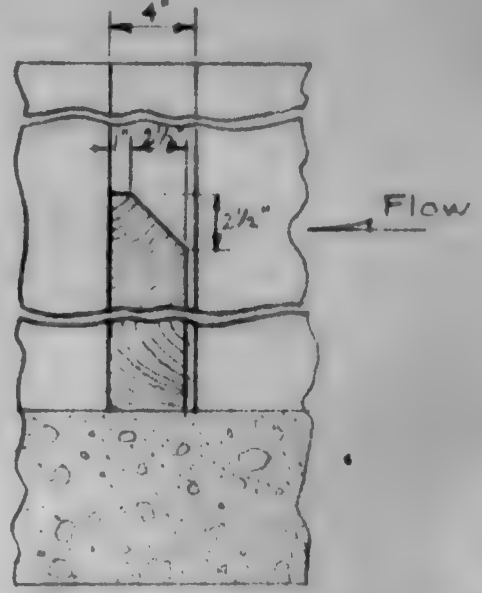


Baffle consists of 2-4"×10" and 1-4"×12", up str. top beveled.

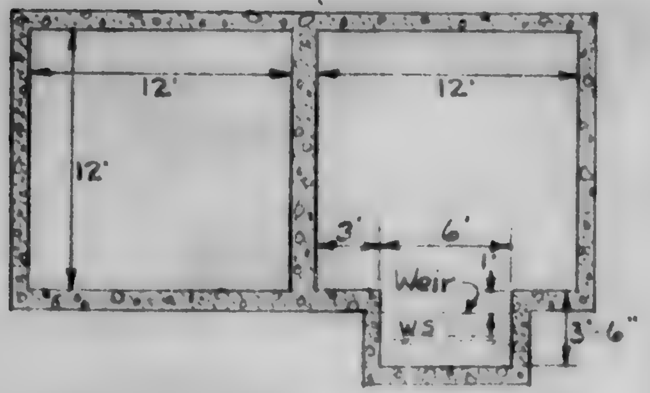
Plan View of Baffle Slide


Wing Wall
Apron
3'-6"
6'-0"
Weir
1'
WS
3'-6"
Fish Ladder

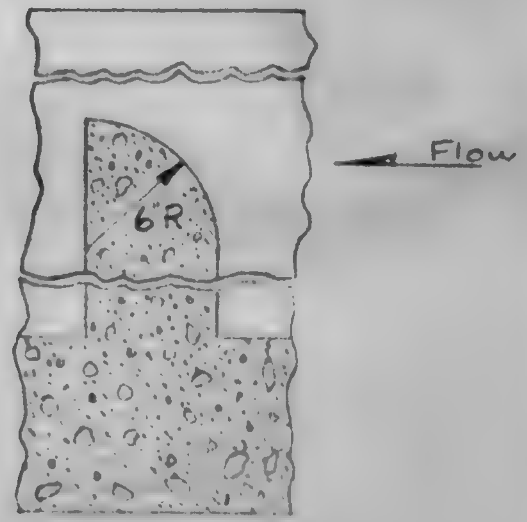
Section A-A, Inlet & Outlet 1 & 2 on Apron



Section Through Wood Baffle

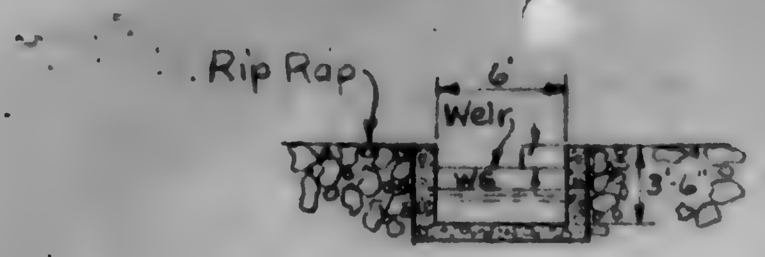

12'
12'
12'
3'
6'
Weir
1'
WS
3'-6"

Section B-B, Barrel of Culvert

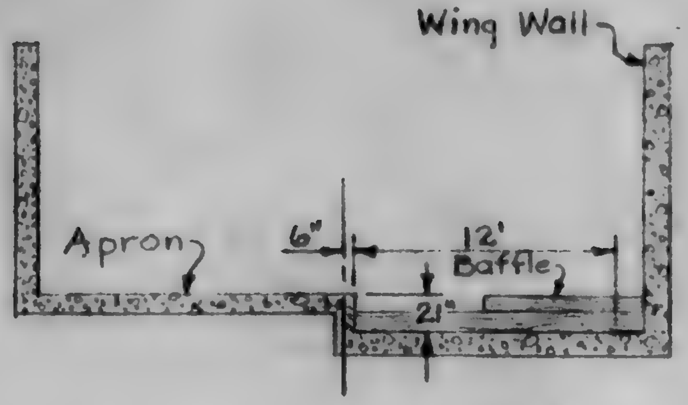


Section Through Concrete Baffle

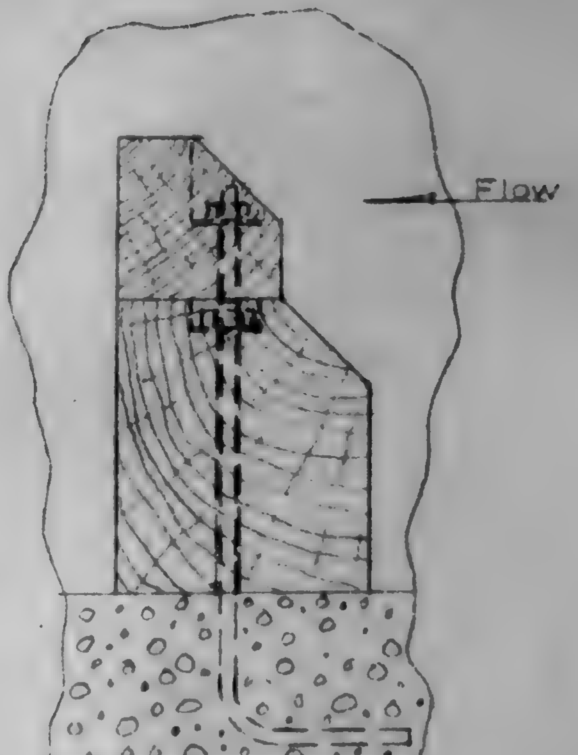
WARD CREEK CULVERT & FISH LADDER


Rip Rap
6'
Weir
WS
3'-6"

Section E-E, Through Outlet #2 Flume


Wing Wall
Apron
6"
12'
Baffle
21"

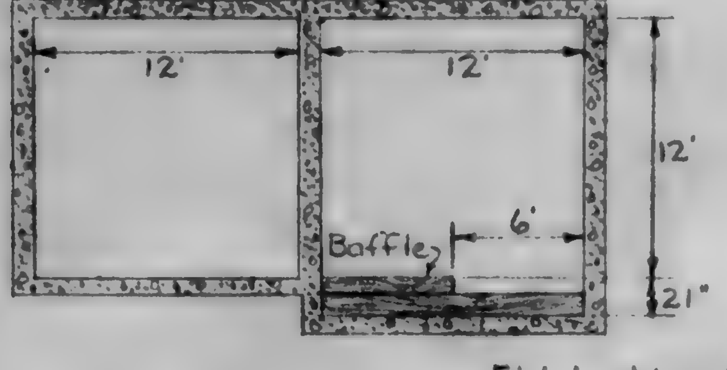
Section C-C, Inlet & Outlet #3 on Apron



Section Through Baffle

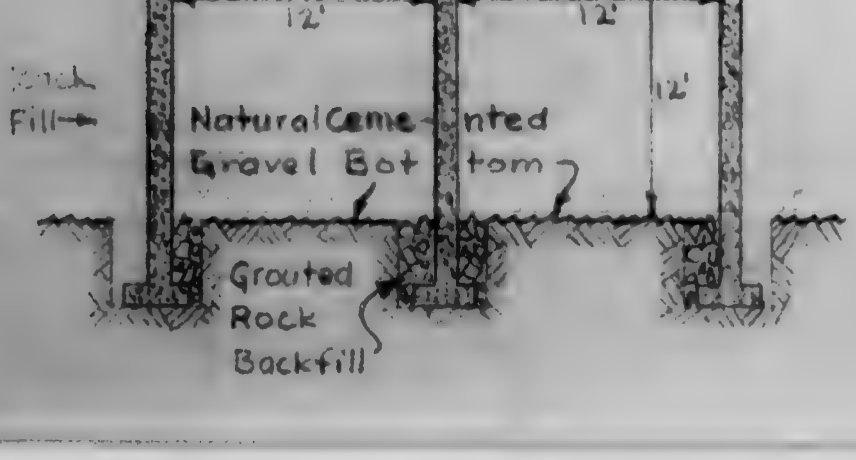
Composed of 8"×8"×6' timber on top of 12"×14"×12' timber on 16' centers down barrel. Notch alternates sides. Bolted to floor. Upstream top edges chamfered 4".

(Alternate B)


12'
12'
12'
Baffle
6'
21"

Fish Ladder, Alternate B

Section D-D, Barrel of Culvert


12'
12'
12'
Ditch Fill
Natural Cemented Gravel Bottom
Grouted Rock Backfill

Section Through Alternate C Culvert Barrel.

WARD CREEK CULVERT & FISH LADDER

RECEIVED
NOV 16 1959
FOR FILING

F-5-10146
5627

Salem, Oregon
November 12, 1959

Ward Creek Culvert, Evans
Creek-Homestead Section
of Pacific Highway

Mr. Frank Hall

698

Herewith copy of a letter from the Game Commission concerning our plans for the double 12' x 12' box culvert at Ward Creek just south of Rogue River. Will you please see what can be done toward reducing the grade through this culvert to one percent or less.

In connection with this project, I applied to the Southern Pacific Company some time ago for an easement covering a channel change. At that time we anticipated using a bridge at Ward Creek. Now that we are planning a culvert, we very probably will have encroachments on the railroad right of way for the embankment and possibly for the end of the culvert. Will you please furnish me with the necessary maps so that I can correct our easement application to the Southern Pacific Company.

G. S. Paxson

GSP:gm
Attach.
cc Mr. W. C. Williams

ROLLIN E. BOWLES, CHAIRMAN, PORTLAND
J. H. VAN WINKLE, OREGON CITY
RALPH T. RENNER, LAKEVIEW
MAX WILSON, JOSEPH
JOHN P. AMACHER, WINCHESTER

REFERRED TO Paxson

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

November 9, 1959

State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This letter is relative to a field report received on Ward's creek, tributary to the Rogue River, near Rogue River, Oregon. A telephone discussion was held earlier with Mr. John Jenkins of your organization regarding the type of structure needed to carry the flow of Ward's creek. Mr. Jenkins was advised that Ward's creek is used by anadromous fish, and that adequate passage for fish would be needed.

It is noted that a 12' x 12' box culvert with a gradient of 2 per cent, and a length of approximately 300 feet is presently planned for this crossing.

Our fishery biologist in the Rogue area has pointed out that this culvert is similar to the one at Gall's creek near Gold Hill. The Gall's creek culvert does allow fish to ascend, but it is causing difficulty to the migrating steelhead. Our biologist states that if the culvert were on a one per cent gradient, the fish could ascend a culvert of that length without difficulty. If the gradient cannot be reduced, then baffles at twenty foot intervals should be included to provide easy passage.

It should also be pointed out that at the Gall's creek culvert, the washing away of material at the outlet has created a four foot drop-off, which must be jumped by any fish migrating up the stream. The design of the Ward's creek culvert should be altered to prevent a similar situation from developing.

State Highway Engineer
November 9, 1959
Page 2

We appreciate having the opportunity to comment upon this project at this early stage. If we can be of any assistance in the further development of the plans for this crossing, we will be pleased to cooperate.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:ae
cc: P. W. Schneider
C. J. Campbell
Dean Marriage

RECEIVED
NOV 12 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV - 2 1959
FOR FILING

F 5-1(8)46

5627

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
October 29, 1959

Throughway Agreement
Evans Creek-Homestead Section
Pacific Highway
City of Rogue River

Mr. C. G. Swenson
Engineer, City & County Relations
Office

698

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of a throughway agreement with the City of Rogue River covering the Evans Creek-Homestead Section of the Pacific Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Rogue River, Oregon.

Secretary

rn
Attach: 1

FORM E-90 50M 11-56 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1959

To: Mr. P. M. Stephenson
OFFICE

SUBJECT: Throughway Agreement
Evans Creek-Homestead Section
Pacific Highway
City of Rogue River

1 copy [illegible]

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/12/58.

John D. Graham
Office Engineer, County & City Relations

JDG:mm
Att.

Ⓐ
2 COPIES TO
BE SIGNED

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12/12/58 Page 5C
Floyd Query
Secretary

FORM E-30 90M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1959

SUBJECT: Throughway Agreement
Evans Creek-Homestead Section
Pacific Highway
City of Rogue River

To: G. S. Paxson
Assistant State Highway Engineer

OFFICE

Attached hereto are six copies of the above-entitled agreement as per your request of July 17, 1959. It is understood the additional exhibit maps will be furnished by County & City Relations.

Additional copies of this agreement are available.

Leo V. Nuttman

LEO V. NUTTMAN
Staff Attorney

RECEIVED
JUL [illegible] 1959

LVN:klf
Attachments
cc: L. I. Lindas

RECEIVED
OCT 30 1959
FOR FILING

I-5-1(8)46

5627

P

October 29, 1959

Orva Jean Cruise, City Recorder
City Hall
Rogue River, Oregon

Dear Madam:

We are enclosing for the records and files of the city of Rogue River a fully executed copy of a Throughway Agreement between the State Highway Commission and the City of Rogue River covering the Evans Creek-Homestead Section of the Pacific Highway in the City of Rogue River.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1959

SUBJECT: Throughway Agreement
Evans Creek-Homestead Section
Pacific Highway
Rogue River

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject named project.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

REFERRED TO

Asst. Const. Engr.
D J Barber

NOTED
G. S. PAXSON

RECEIVED
JUL 20 1959
FOR FILING

Salem, Oregon
July 17, 1959

Throughway Agreement
Evans Creek-Homestead Section
Pacific Highway
Rogue River

Mr. L. I. Lindas
Chief Counsel
OFFICE

Attached is a draft of an agreement covering the subject named project. Please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

JDG:eg
Att.

cc: C. G. Swenson

D R A F T

AGREEMENT

THIS AGREEMENT, made and entered into this __________ day of ____________________________, 1959, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State;" and the CITY OF ROGUE RIVER, a municipal corporation, acting by and through its city officials, hereinafter called "City;"

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of ahighway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to construct the Evans Creek-Homestead Section of the Pacific Highway as a throughway as that term is defined in ORS 374.010. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 374.080, ORS 374.060 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, street, or throughway and State may, with consent of City, change the grade of any street, highway or road over which state highway traffic is routed.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts and supervise construction of said project. Attached hereto, marked Exhibit "A" and by

D
R
A
F
T

this reference made a part hereof, are two sheets of paper setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED unility conduits, lines, poles, mains, pipes and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State, upon receipt of an itemized statement, shall reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED conduits, lines, poles, mains, pipes and other such utilities which are located within the city limits of said city and which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities within said city limits are located on PUBLIC or PRIVATE PROPERTY. State shall likewise xxx reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes anf valves that are necessary in order to xxx extend any of the said existing city utilities located within said city limits to conform to the plans of said project.

4. State shall construct and thereafter maintain the Rogue River Interchange as shown colored in green on sheet number three of the attached Exhibit "A."

5. State shall close Riverside Avenue at the southeasterly T property line of Depot Street as shown by means of a red line on sheet number xxxx three of the attached Exhibit "A."

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

D
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2. City, in the first instance, upon request by State, shall relocate or cause to be relocated and extended if necessary, existing CITY OWNED conduits, lines, poles, mains, pipes, and all other such utilities of every kind and nature required to be relocated or extended to conform to the plans of said project and located inside of the city limits. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED conduits, lines, poles, mains, pipes, and other such utilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits and which are required to be relocated to conform to the plans of said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City shall enact an ordinance or resolution prohibiting parking within the boundary lines of the right of way on that portion of the project within the city limits.

5. City agrees that it will not construct any street turning into or intersecting the same unless the plans and specifications therefore have first been submitted to and approved in writing by State.

6. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

* * * * * *

IN WITNESS WHEREOF, the parties hereto have set their hands and

D
R
A
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affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

STATE OF OREGON, by and through
its State Highway Commission

By__________________________
Chairman

By__________________________
Commissioner

By__________________________
Commissioner

ATTEST:

____

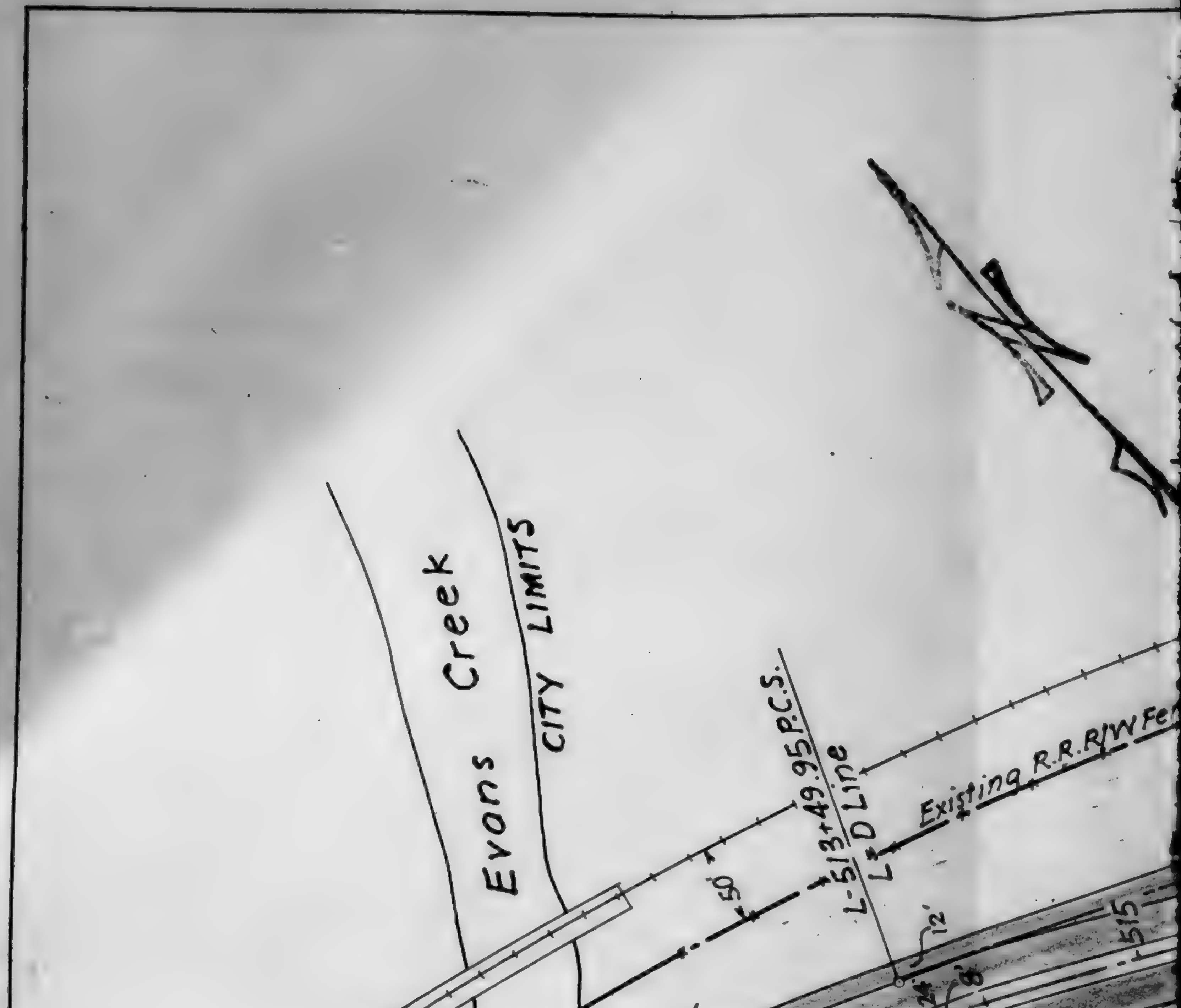
CITY OF ROGUE RIVER, by and through
its city officials

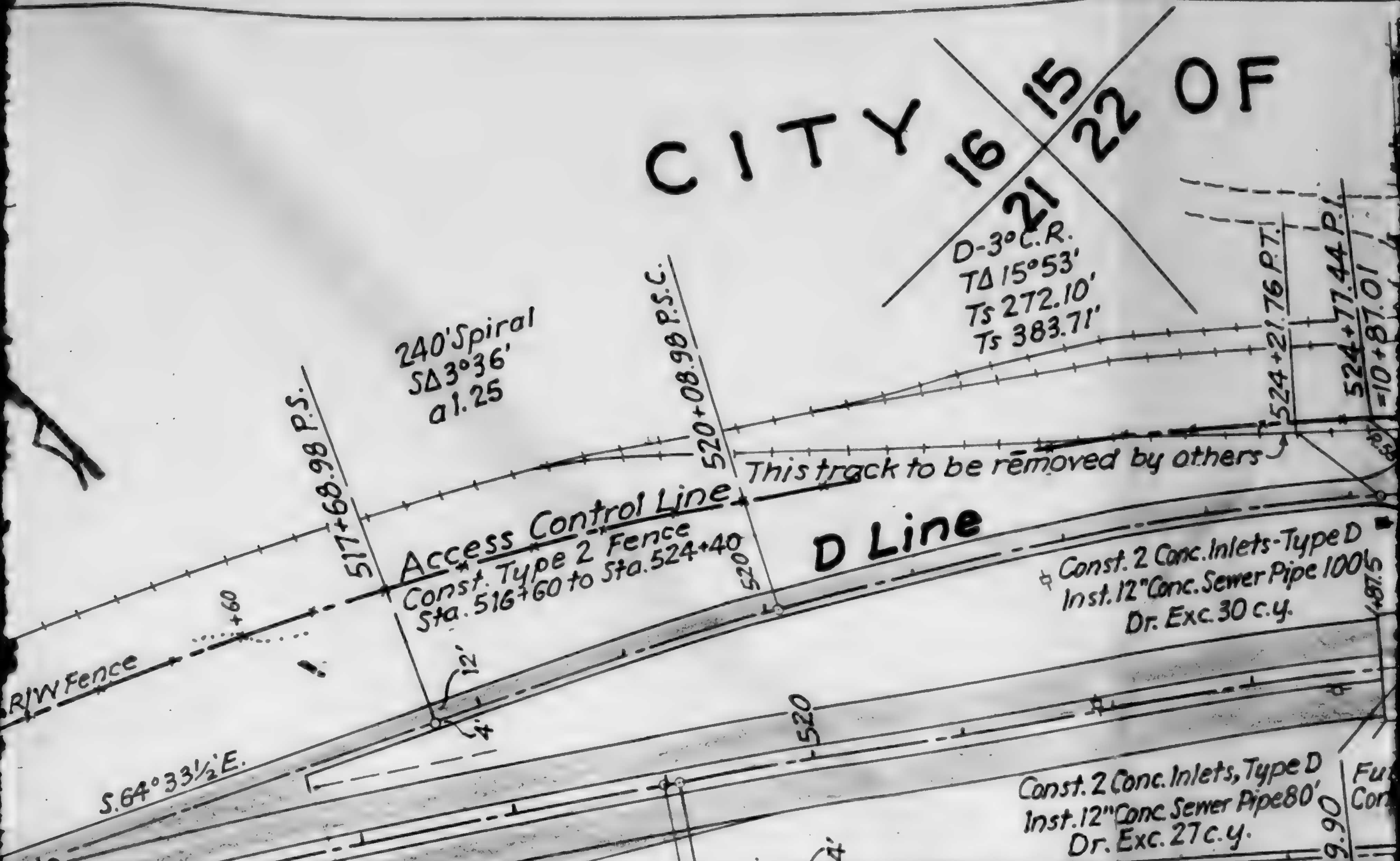
By__________________________
Mayor

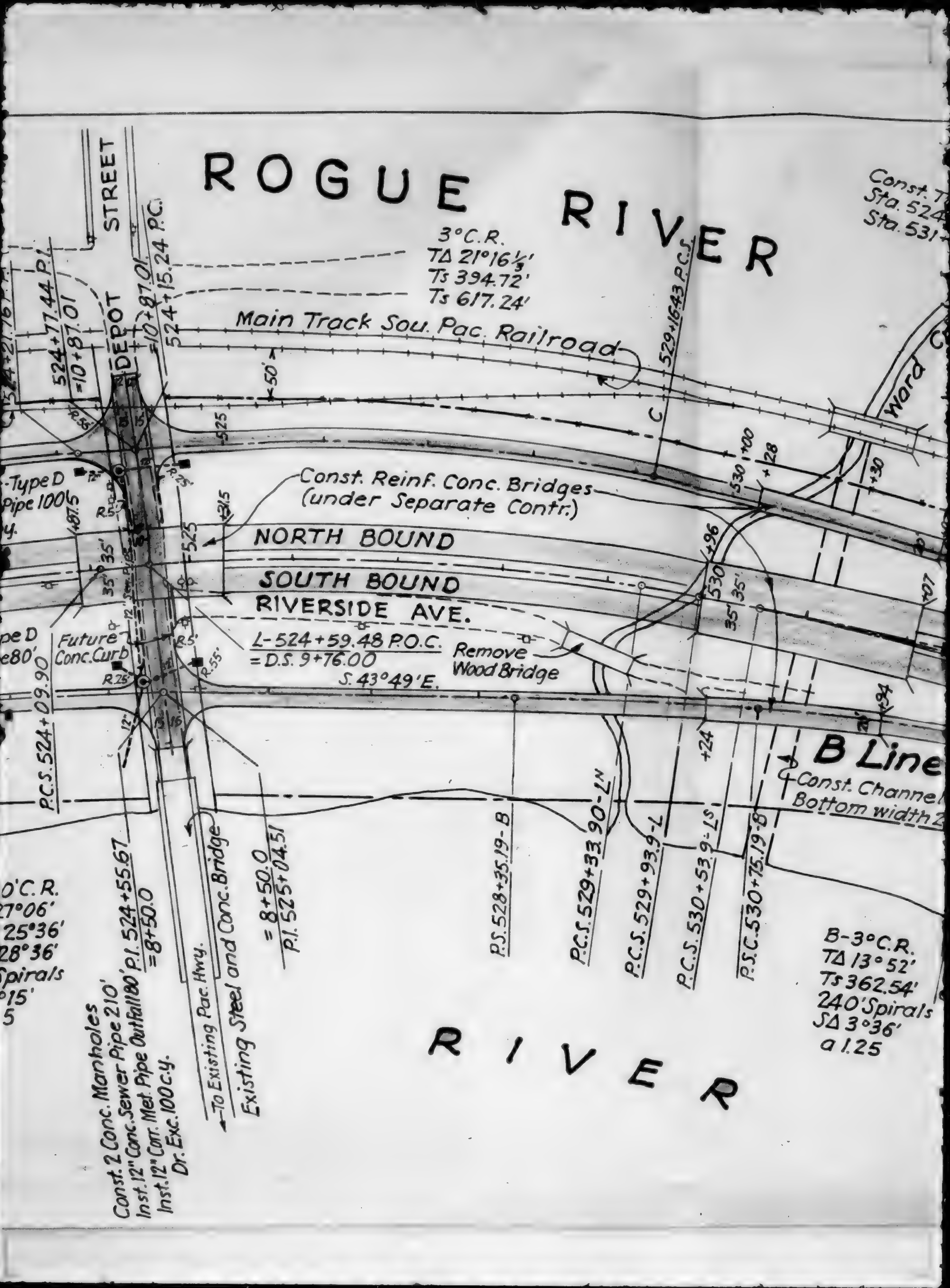
By__________________________
Recorder

JDG:CGS:eg
7/16/59

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO.		

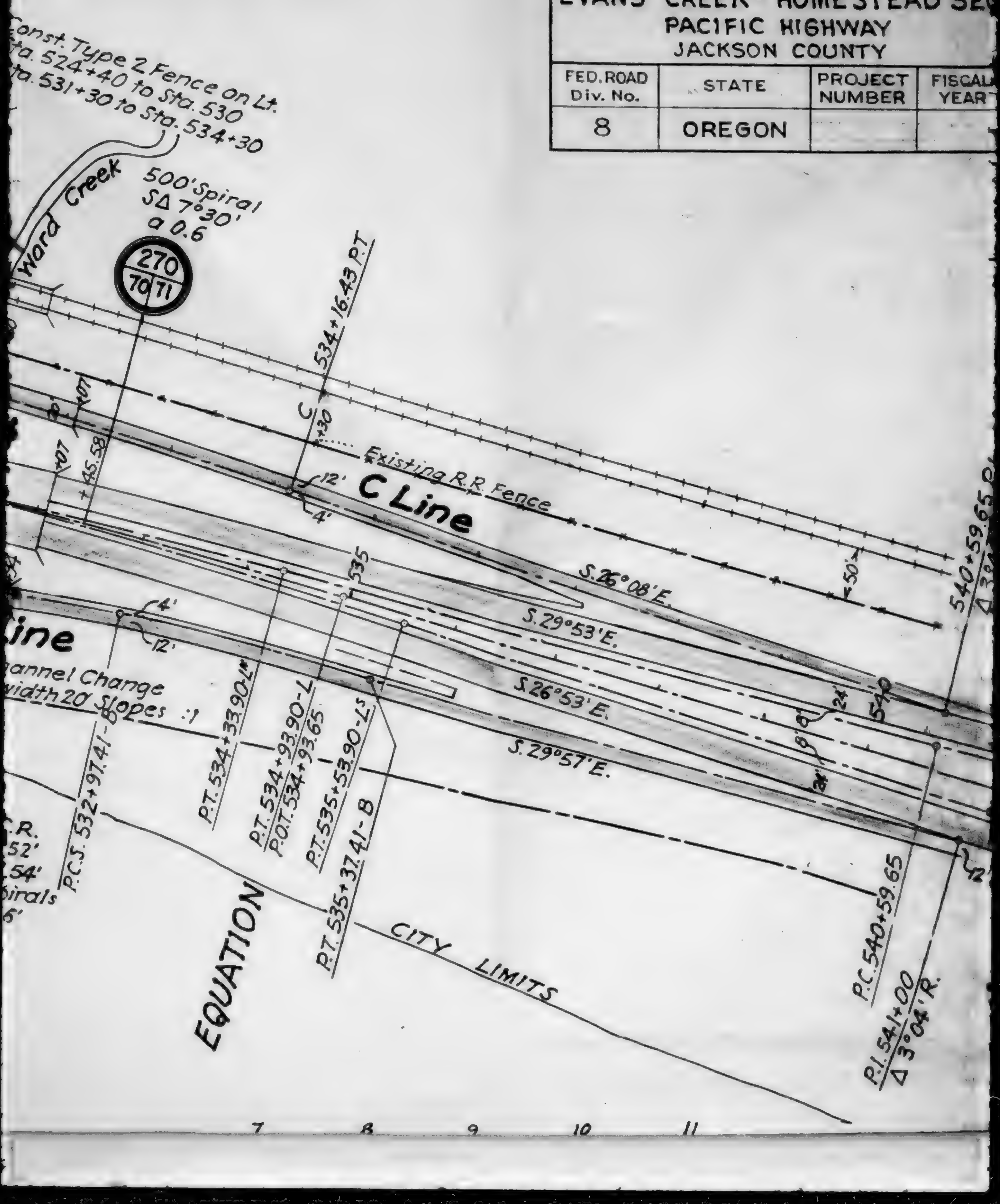

Evans Creek
CITY LIMITS
L-513+49.95 P.C.S.
L-D Line
Existing R.R. R/W Fe
50'
12'
24'
8'
515
12'
510
3°18'C.
P.C.S. 513+49.95
P.O.C. 514+49.95
Line


CITY OF
16
15
21
22
D-3°C.R.
TΔ 15°53'
Ts 272.10'
Ts 383.71'
240'Spiral
SΔ3°36'
a 1.25
517+68.98 P.S.
520+08.98 P.S.C.
524+21.76 P.T.
524+77.44 P.I.
=10+87.01
This track to be removed by others
Access Control Line
Const. Type 2 Fence
Sta. 516+60 to Sta. 524+40
+60
D Line
520
Const. 2 Conc. Inlets-Type D
Inst. 12" Conc. Sewer Pipe 100'
Dr. Exc. 30 c.y.
R/W Fence
12'
4'
S.64°33½'E.
520
515
Const. 2 Conc. Inlets, Type D
Inst. 12" Conc. Sewer Pipe 80'
Dr. Exc. 27 c.y.
4'
12'
S.46°46½'E.
A Line
P.C.S. 524+09.90
Access Control Line
Hwy. R/W Line
CITY LIMITS
L
-550'Spiral
SΔ9°04½'
a 0.6
P.O.C. 514+49.95
L=A Line
P.C.S. 516+69.53
P.T. 518+99.55-L
P.S. 519+09.90-L
P.T. 519+69.53
A-4°C.R.
TΔ 14°47'
Ts 196.11'
Ts 325.84'
A-300'Spiral
SΔ 6°00'
a 1.33
L-2°30'C.R.
L-TΔ 27°06'
L^N-TΔ 25°36'
L^S-TΔ 28°36'
500'Spirals
SΔ 6°15'
a 0.5
ROGUE

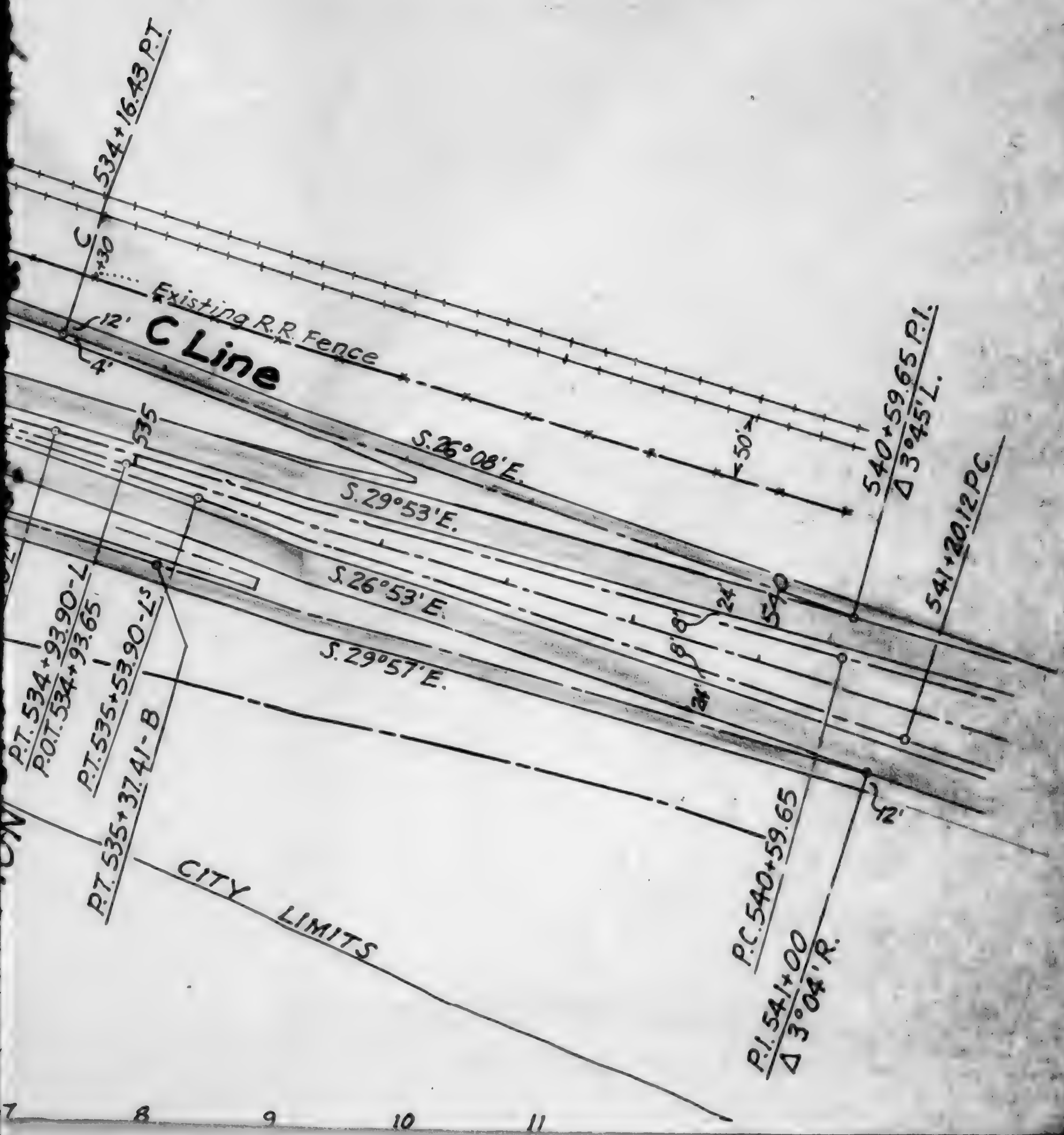

ROGUE RIVER
STREET
DEPOT
Const. T
Sta. 524
Sta. 531+
3°C.R.
TΔ 21°16⅓'
Ts 394.72'
Ts 617.24'
Main Track Sou. Pac. Railroad
524+21.76 P.I.
524+77.44 P.I.
=10+87.01
=10+87.01
524+15.24 P.C.
529+16.43 P.C.S.
50'
525
C
Ward C
530+00
+28
+30
Const. Reinf. Conc. Bridges (under Separate Contr.)
Type D
Pipe 100'
+87.5
31.5
525
NORTH BOUND
SOUTH BOUND
RIVERSIDE AVE.
35'
35'
+96
530
35'
35'
+07
pe D
e80'
Future Conc. Curb
R.5'
R.25'
R.55'
12"
L-524+59.48 P.O.C.
=D.S. 9+76.00
S. 43°49'E.
Remove Wood Bridge
+24
+94
20'
B Line
Const. Channel
Bottom width 2
P.C.S. 524+09.90
P.I. 524+55.67
=8+50.0
=8+50.0
P.I. 525+04.51
P.S. 528+35.19-B
P.C.S. 529+33.90-L'N
P.C.S. 529+93.9-L
P.C.S. 530+53.9-LS
P.S.C. 530+75.19-B
0°C.R.
27°06'
25°36'
28°36'
Spirals
°15'
5
Const. 2 Conc. Manholes
Inst. 12" Conc. Sewer Pipe 210'
Inst. 12" Corr. Met. Pipe Outfall 80'
Dr. Exc. 100 c.y.
To Existing Pac. Hwy.
Existing Steel and Conc. Bridge
B-3°C.R.
TΔ 13°52'
Ts 362.54'
240' Spirals
SΔ 3°36'
a 1.25
RIVER

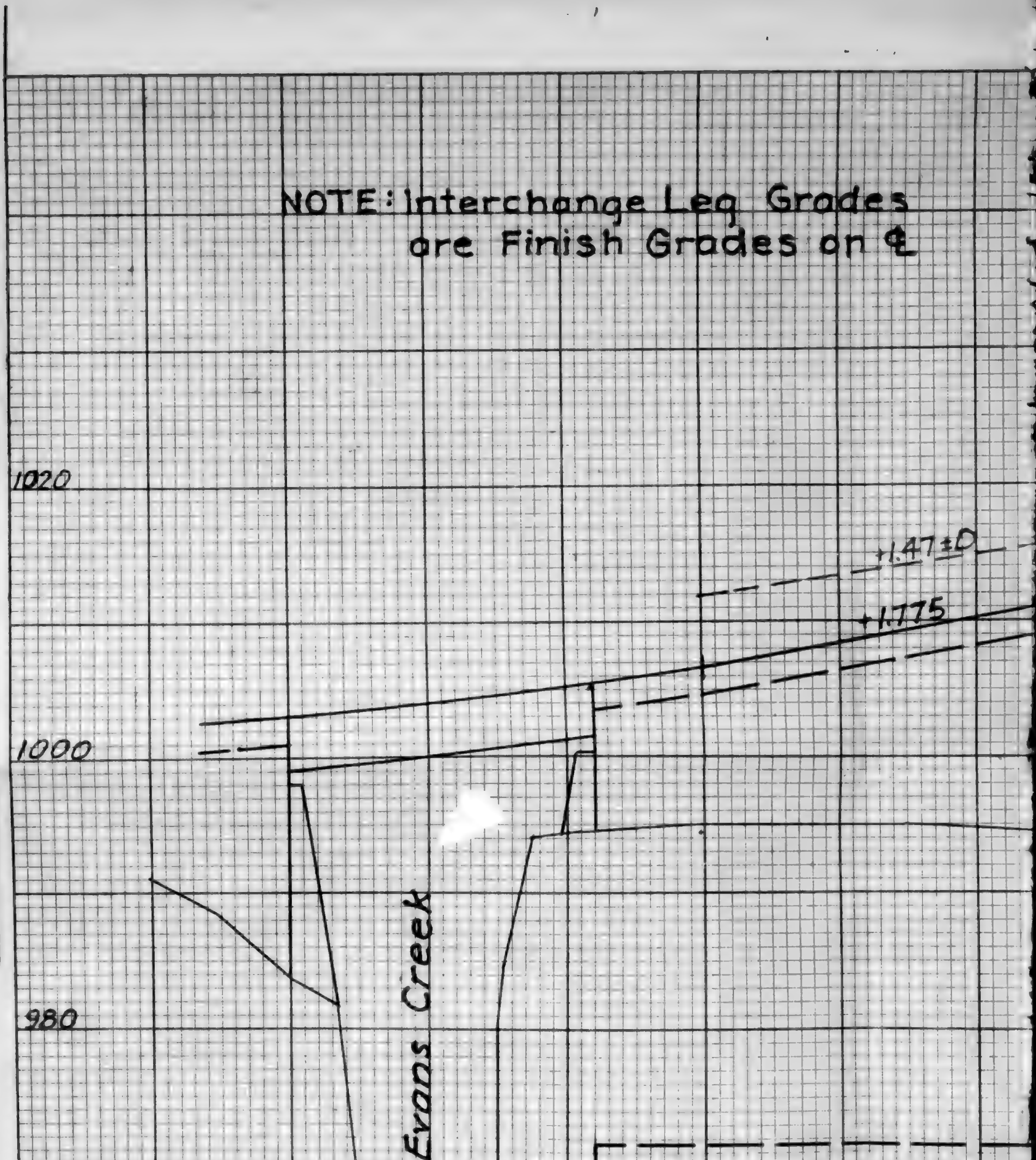
EVANS CREEK - HOMESTEAD SEC
PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		


Const. Type 2 Fence on Lt.
Sta. 524+40 to Sta. 530
Sta. 531+30 to Sta. 534+30
Ward Creek
500' Spiral
SΔ 7°30'
a 0.6
270
70
71
534+16.43 P.T.
C
+30
+07
+07
20
+45.58
12'
4'
C Line
Existing R.R. Fence
S.26°08'E.
50'
540+59.65
535
S.29°53'E.
4'
12'
ine
annel Change
width 20' Slopes :1
S.26°53'E.
S.29°57'E.
8.8'
24'
24'
540
P.C.S. 532+97.41-B
P.T. 534+33.90-L
P.T. 534+93.90-L
P.O.T. 534+93.65
P.T. 535+53.90-LS
P.T. 535+37.41-B
C.R.
52'
54'
pirals
6'
EQUATION
CITY LIMITS
P.C. 540+59.65
P.I. 541+00
Δ 3°04' R.
12'
7
8
9
10
11

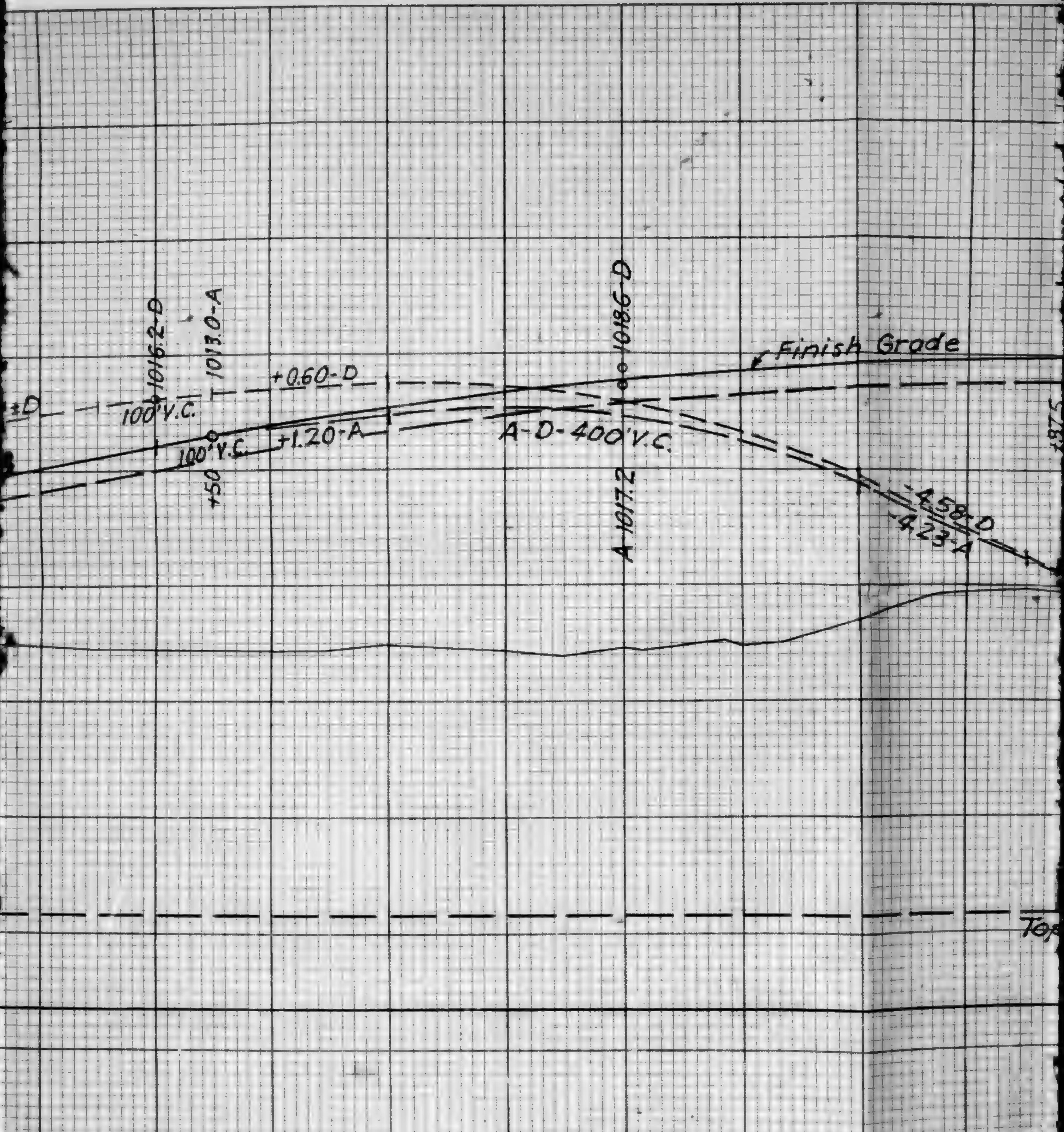
EVANS CREEK - HOMESTEAD SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

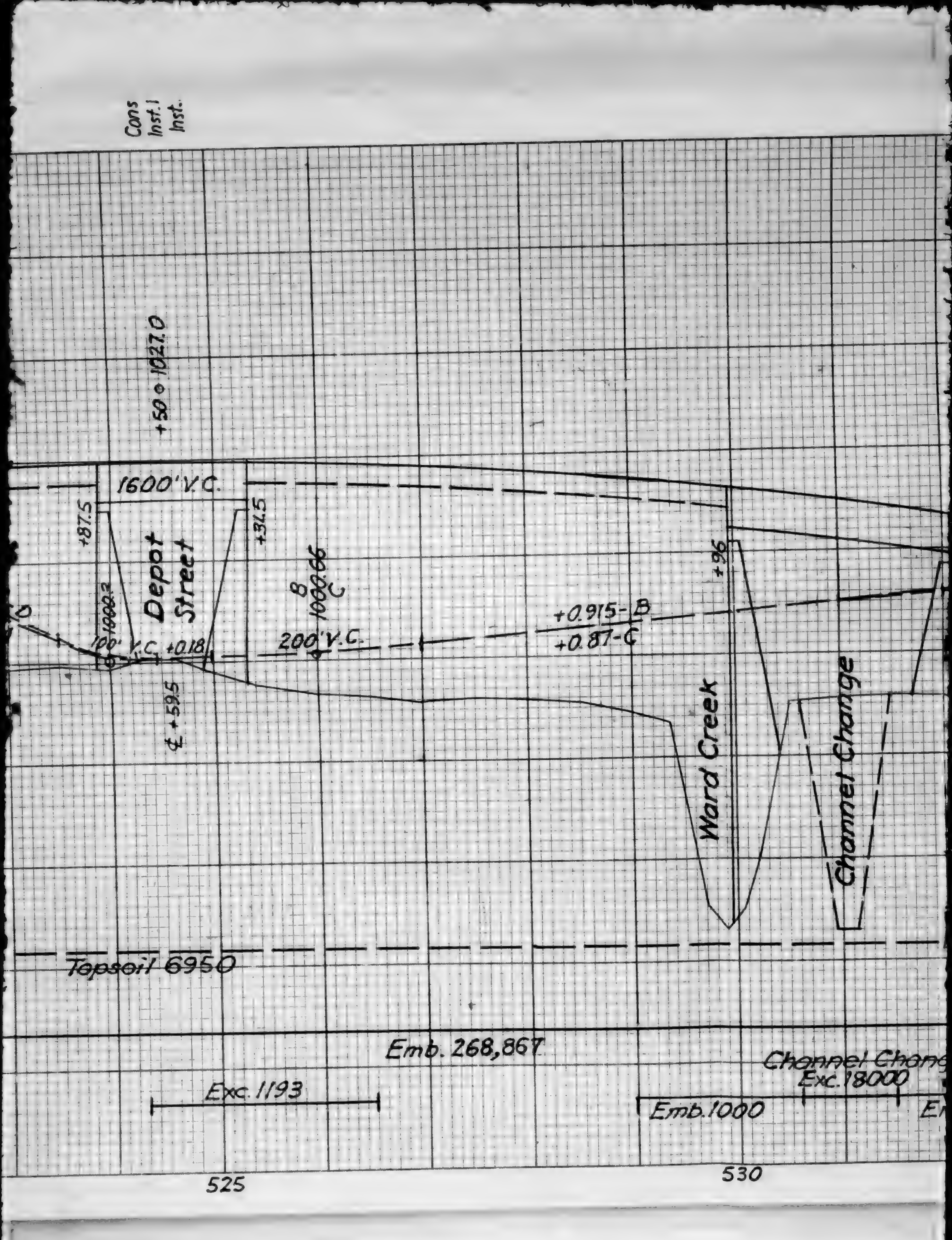

534+16.43 P.T.
C
+30
12'
4'
Existing R.R. Fence
C Line
S.26°08'E.
50'
540+59.65 P.I.
Δ 3°45' L.
541+20.12 P.C.
535
S.29°53'E.
S.26°53'E.
S.29°57'E.
24'
8'
8'
24'
540
12'
P.T. 534+93.90-L
P.O.T. 534+93.65
P.T. 535+53.90-LS
P.T. 535+37.41-B
CITY LIMITS
P.C. 540+59.65
P.I. 541+00
Δ 3°04' R.
7
8
9
10
11


1020
1000
980
+1.47±0
+1.775
Evans Creek
510
515

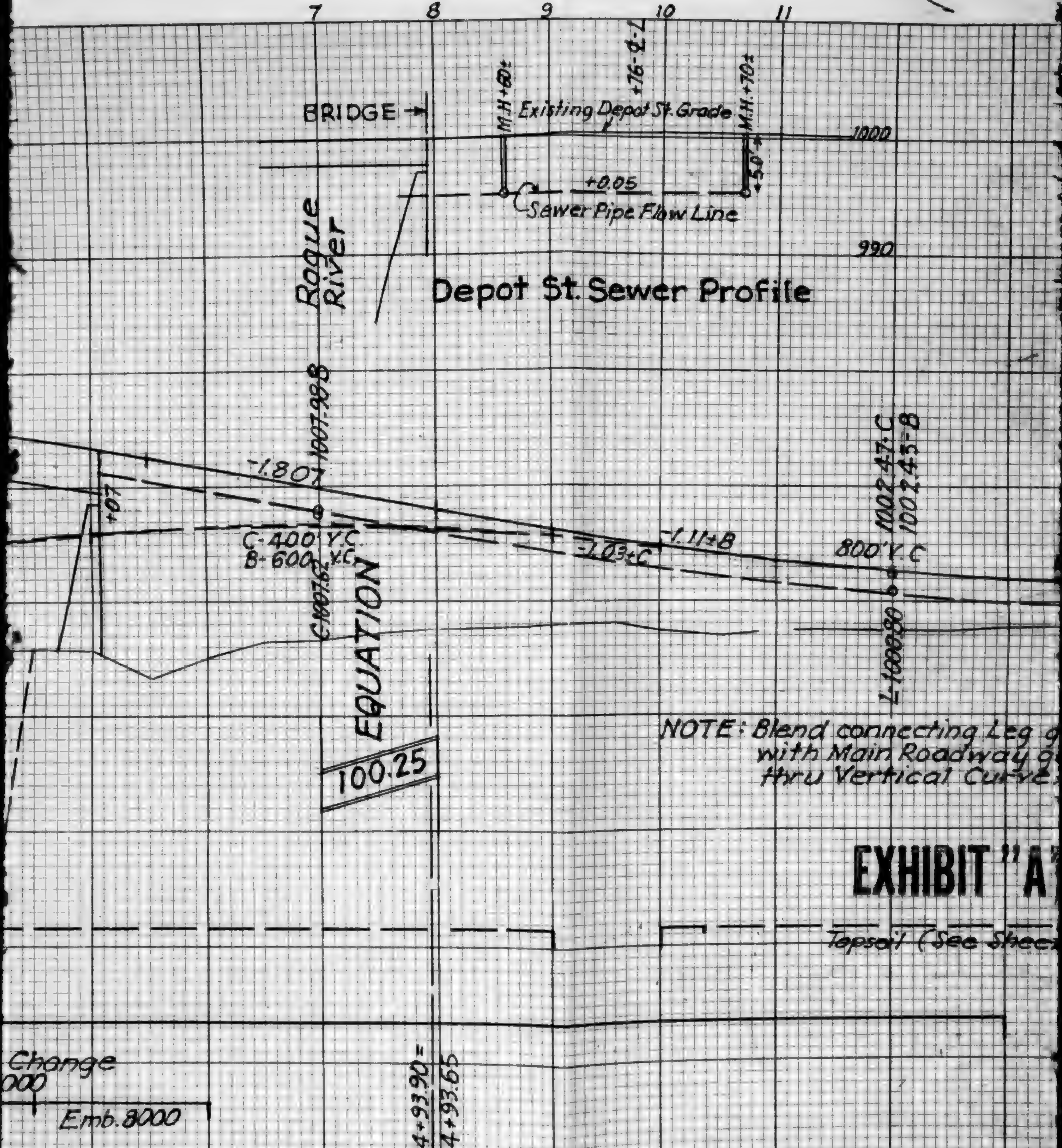
NOTE: Interchange Leg Grades are Finish Grades on ℄

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE


±D
1016.2-D
100' V.C.
1013.0-A
+0.60-D
100' V.C.
+50
+1.20-A
A-D-400' V.C.
1018.6-D
A 1017.2
Finish Grade
-4.58-D
-4.23-A
+97.5
Top
515
520



Cons
Inst. 1
Inst.
+50 ⊙ 1027.0
1600' V.C.
+87.5
+31.5
Depot Street
1000.3
B
1000.66
C
100' V.C.
+0.18
200' V.C.
+0.915 - B
+0.87 - C
℄ +59.5
+96
Ward Creek
Channel Change
Topsoil 6950
Emb. 268,867
Exc. 1193
Emb. 1000
Channel Chang
Exc. 18000
E
525
530


7
8
9
10
11
BRIDGE
M.H.+80±
+76-ℓ-L
M.H.+70±
Existing Depot St. Grade
1000
5.0'
+0.05
Sewer Pipe Flow Line
990
Rogue River
Depot St. Sewer Profile
1007.98 B
-1.80%
+07
C-400' V.C.
B-600' V.C.
C 1007.61
EQUATION
100.25
-1.03±C
-1.11±B
1002.47-C
1002.43-B
800' V.C
L 1000.80
NOTE: Blend connecting Leg g
with Main Roadway g
thru Vertical Curve
EXHIBIT "A
Topsoil (See Shee
Change
000
Emb. 8000
534+93.90=
534+93.65
535
540

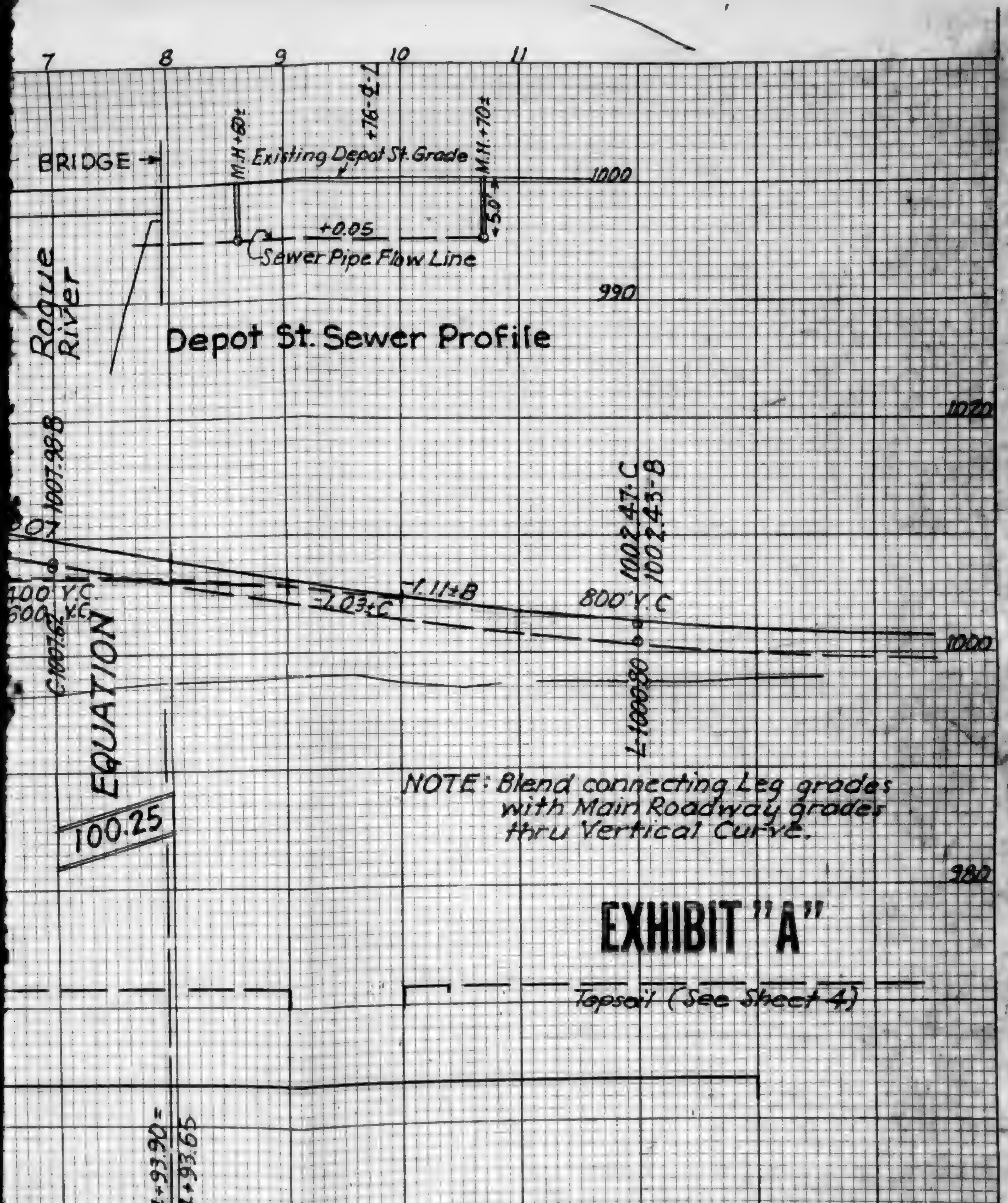
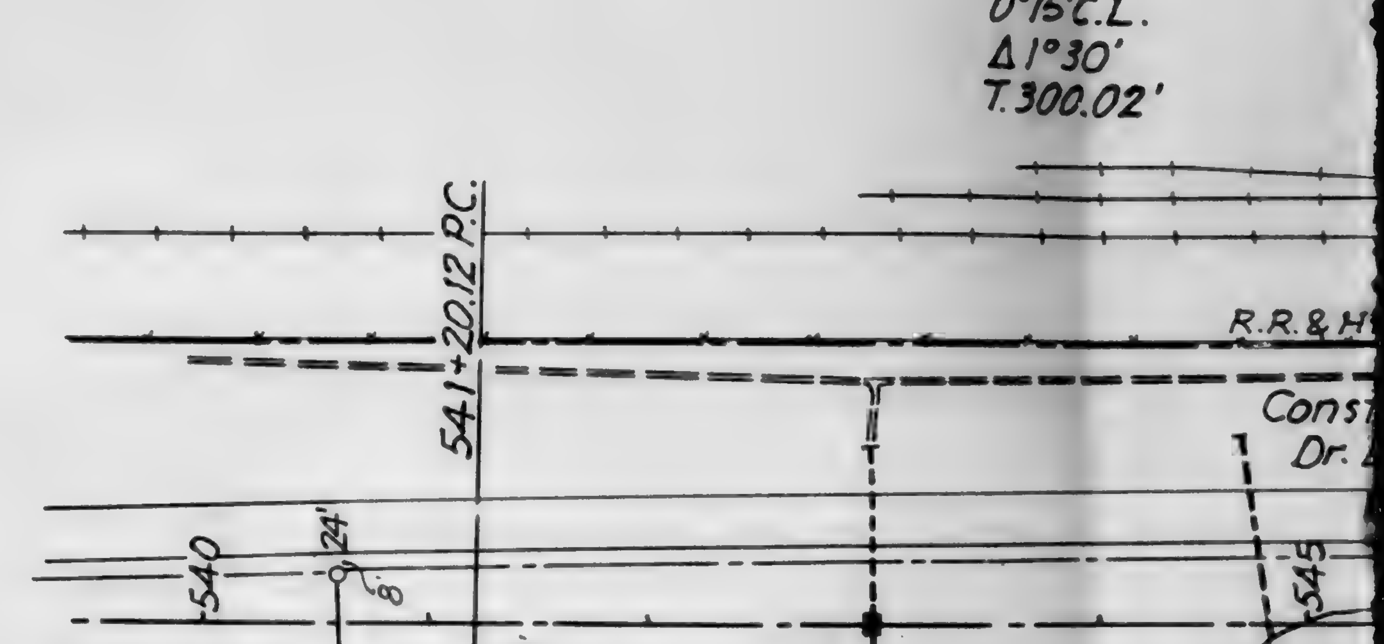
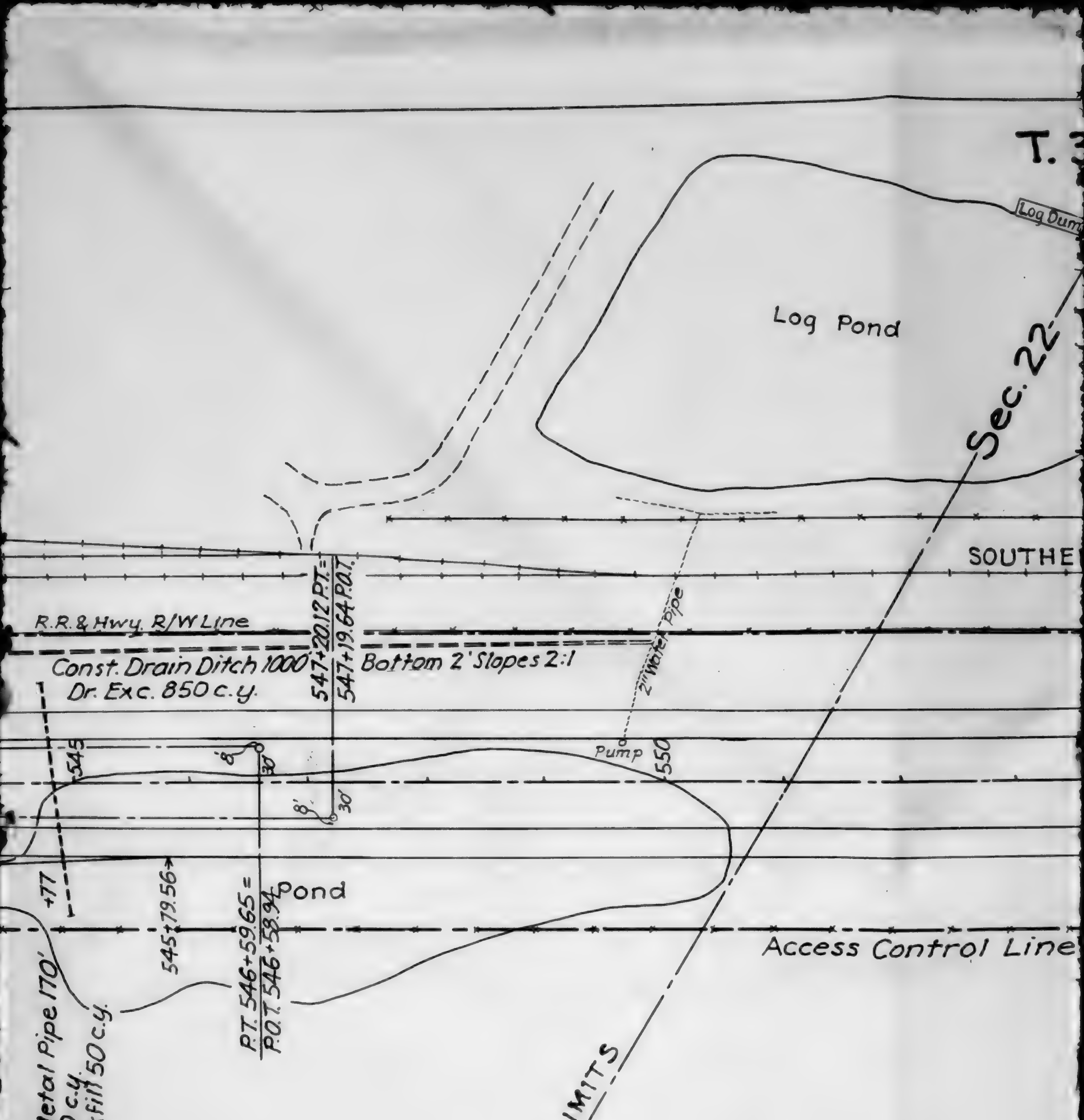
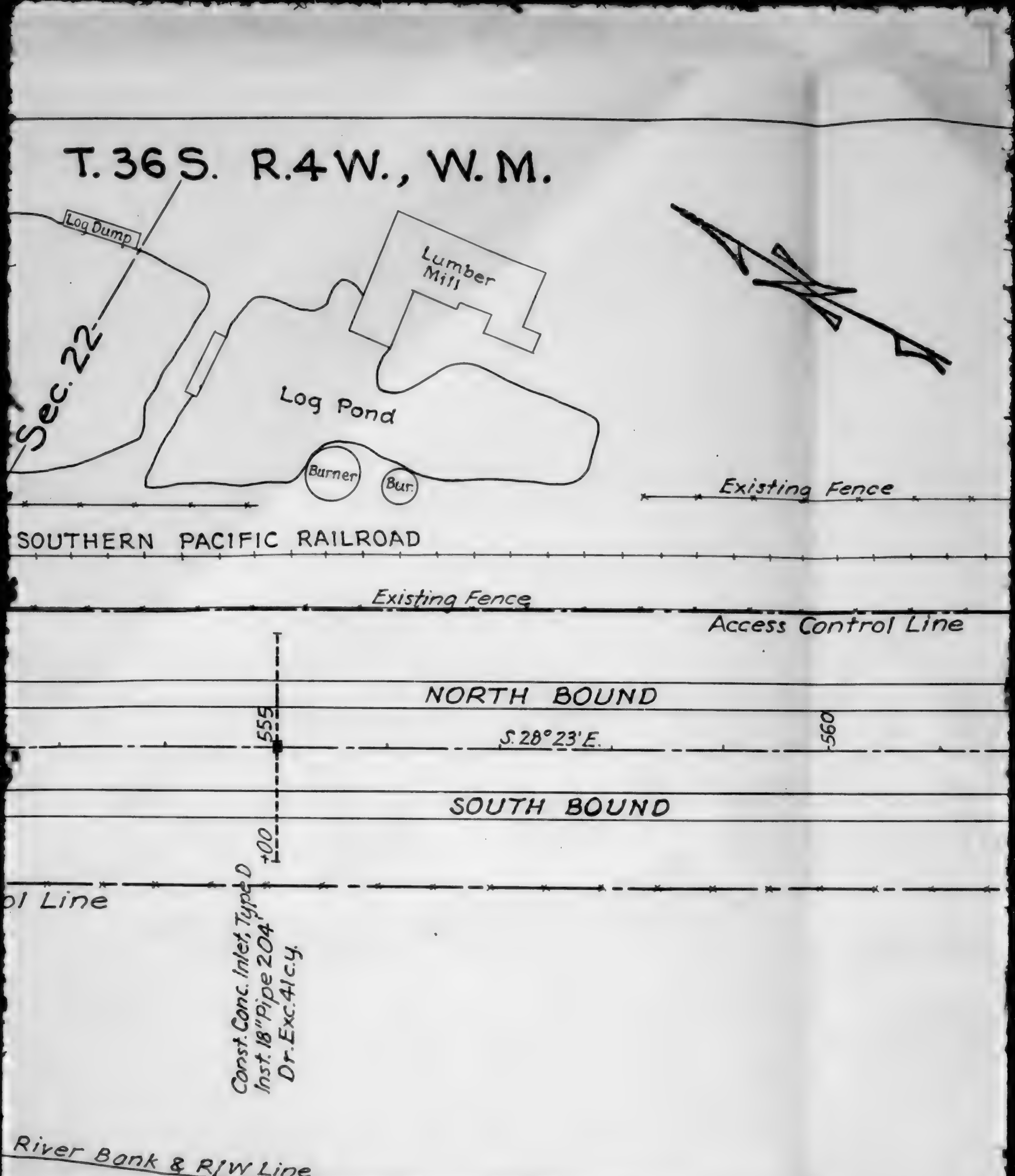

7
8
9
10
11
BRIDGE
M.H.+80±
+76-℄-L
M.H.+70±
Existing Depot St. Grade
1000
5.0±
+0.05
Sewer Pipe Flow Line
990
Rogue River
Depot St. Sewer Profile
1020
1007.98 B
1002.47 C
1002.43 B
400' V.C.
600' V.C.
C 1007.62
-1.11±B
-2.03±C
800' V.C.
1000
L 1000.80
EQUATION
100.25
NOTE: Blend connecting Leg grades with Main Roadway grades thru Vertical Curve.
980
Topsoil (See Sheet 4)
534+93.90 =
534+93.65
535
540

EXHIBIT "A"

FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

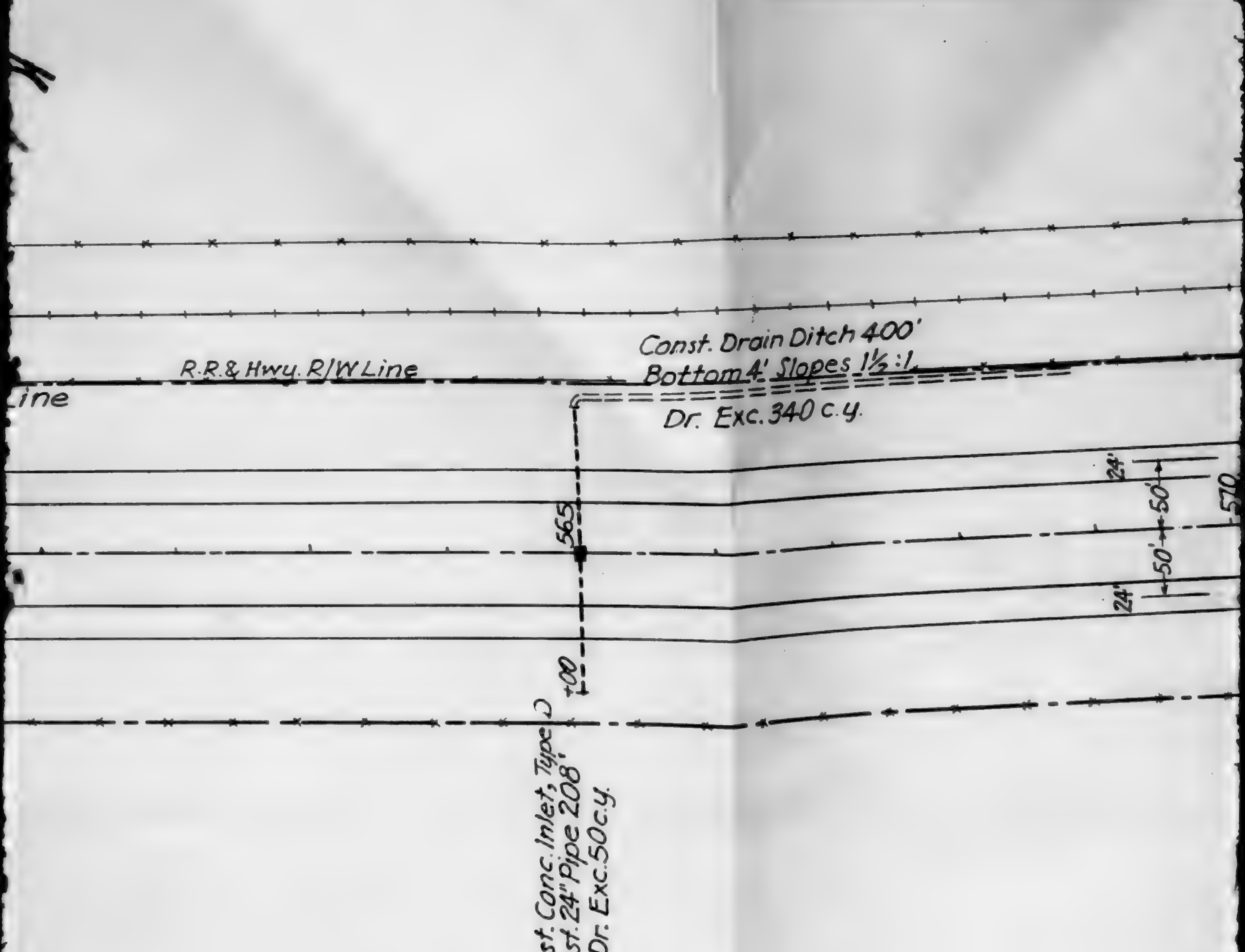

0°15'C.L.
Δ 1°30'
T. 300.02'
R.R.& H
Const
Dr.
541+20.12 P.C.
540
24'
8'
8'
24
545
+77
+00
P.I. 539+51.32
Δ 2°58' Rt.
P.C. 540+59.65
Const. Conc. Inlet, Type D
Inst. 24" Pipe 170'
Dr. Exc. 64 c.y.
0°15'C.R.
Δ 1°30'
T. 300.02'
Inst. 6" Perf. Metal Pipe 170'
Dr. Exc. 50 c.y.
Special Bk Fill 50 c.y.
CITY LIMITS


T. 3
Log Dum
Log Pond
Sec. 22
SOUTHE
R.R. & Hwy. R/W Line
Const. Drain Ditch 1000' Bottom 2' Slopes 2:1
Dr. Exc. 850 c.y.
547+20.12 P.T.=
547+19.64 P.O.T.
2" Water Pipe
Pump
550
545
8'
30'
8'
30'
+77
545+79.56
P.T. 546+59.65 =
P.O.T. 546+58.94
Pond
Access Control Line
Inst. 6" Perf. Metal Pipe 170'
Dr. Exc. 50 c.y.
Special Bk Fill 50 c.y.
CITY LIMITS
River B
ROGUE

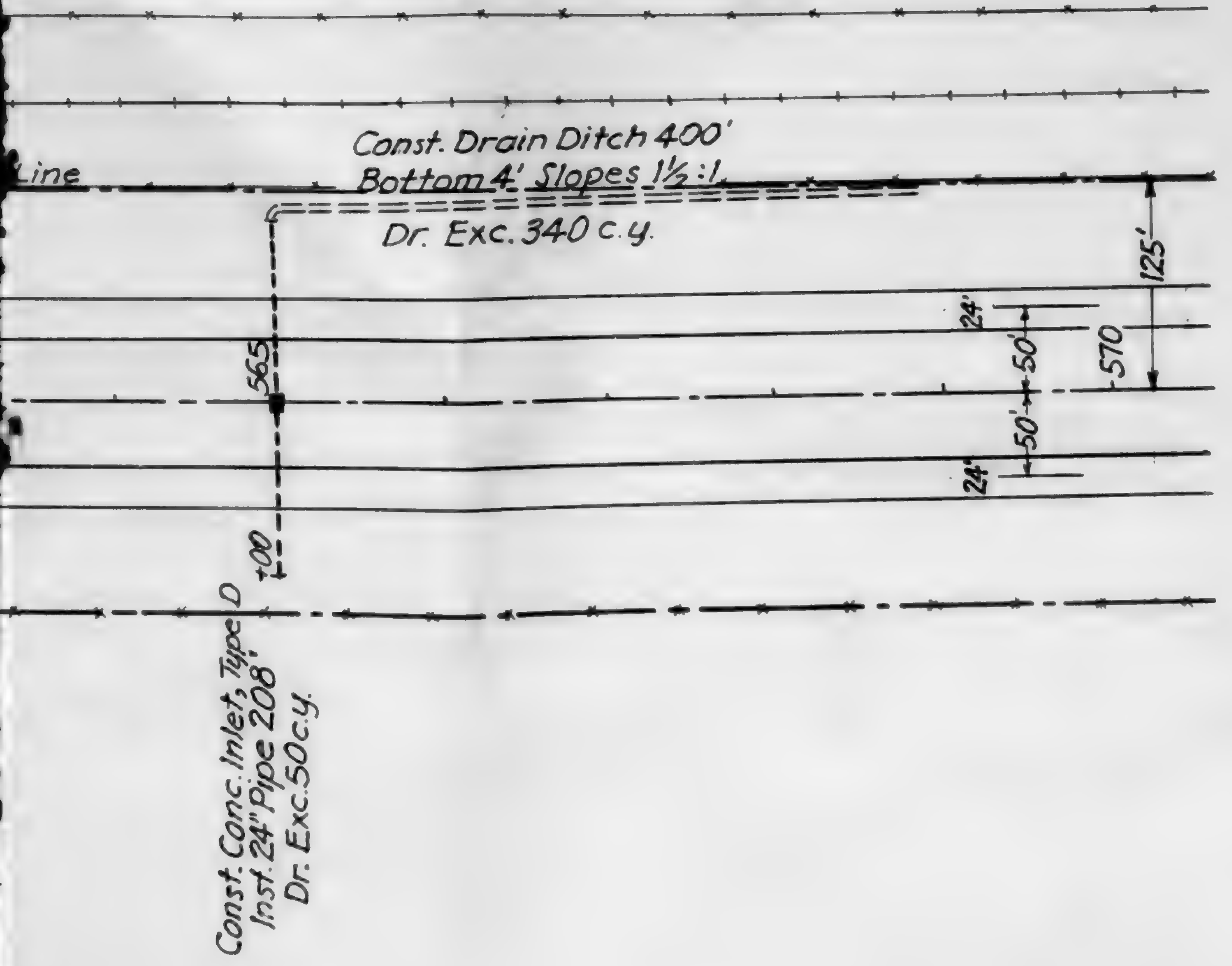

T. 36 S. R. 4 W., W. M.
Log Dump
Sec. 22
Lumber Mill
Log Pond
Burner
Bur.
Existing Fence
SOUTHERN PACIFIC RAILROAD
Existing Fence
Access Control Line
NORTH BOUND
555
S. 28° 23' E.
560
SOUTH BOUND
+00
ol Line
Const. Conc. Inlet, Type D
Inst. 18" Pipe 204'
Dr. Exc. 41 c.y.
River Bank & R/W Line
RIVER

EVANS CREEK- HOMESTEAD
PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	F
8	OREGON	—	


R.R. & Hwy. R/W Line
Line
Const. Drain Ditch 400'
Bottom 4' Slopes 1½:1.
Dr. Exc. 340 c.y.
565
+00
24'
50'
50'
24'
570
Const. Conc. Inlet, Type D
Inst. 24" Pipe 208'
Dr. Exc. 50 c.y.

EVANS CREEK- HOMESTEAD SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

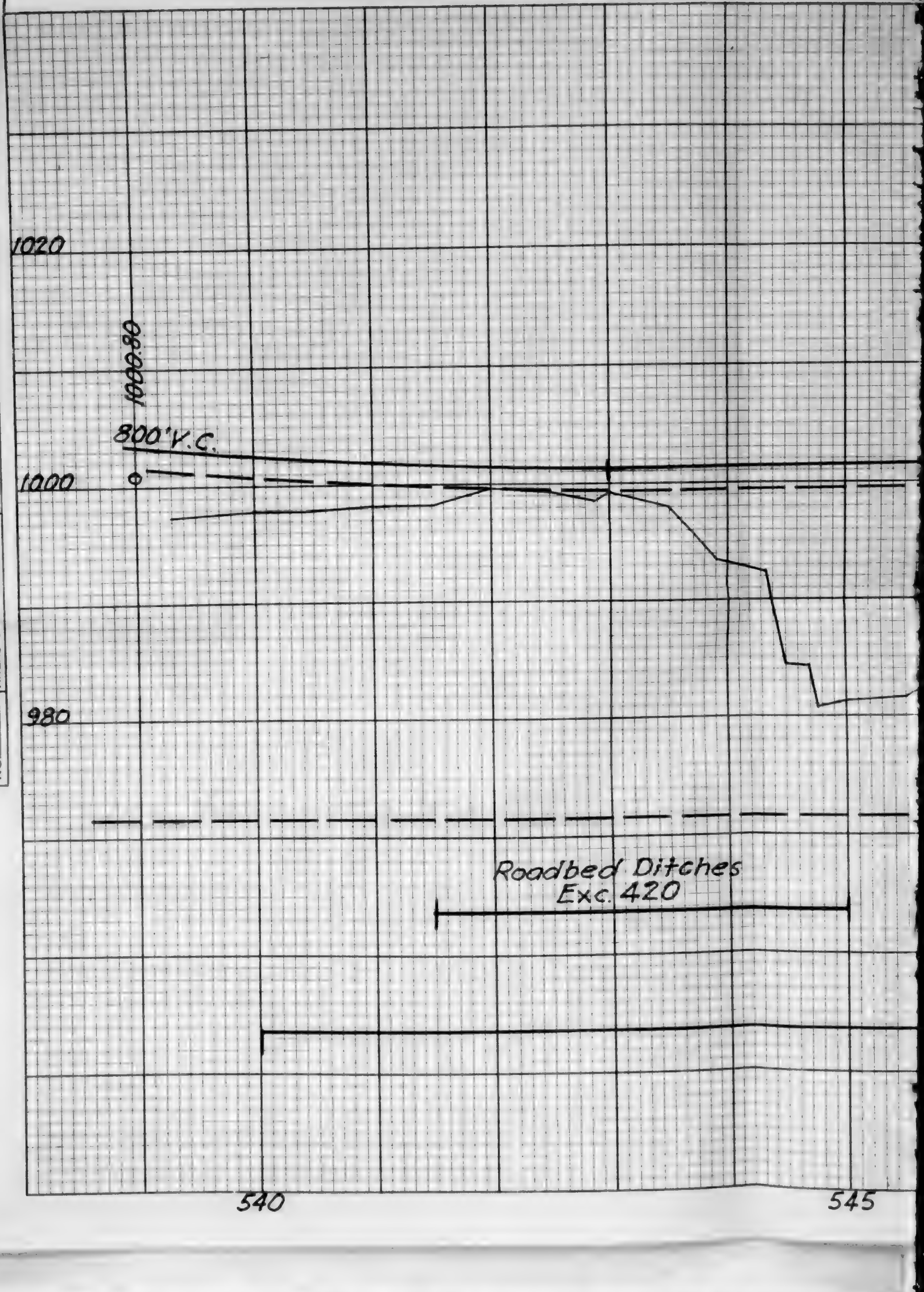

Line
Const. Drain Ditch 400'
Bottom 4' Slopes 1½:1
Dr. Exc. 340 c.y.
125'
24'
50'
570
565
50'
24'
+00
Const. Conc. Inlet, Type D
Inst. 24" Pipe 208'
Dr. Exc. 50 c.y.

ORIGINAL SURVEY

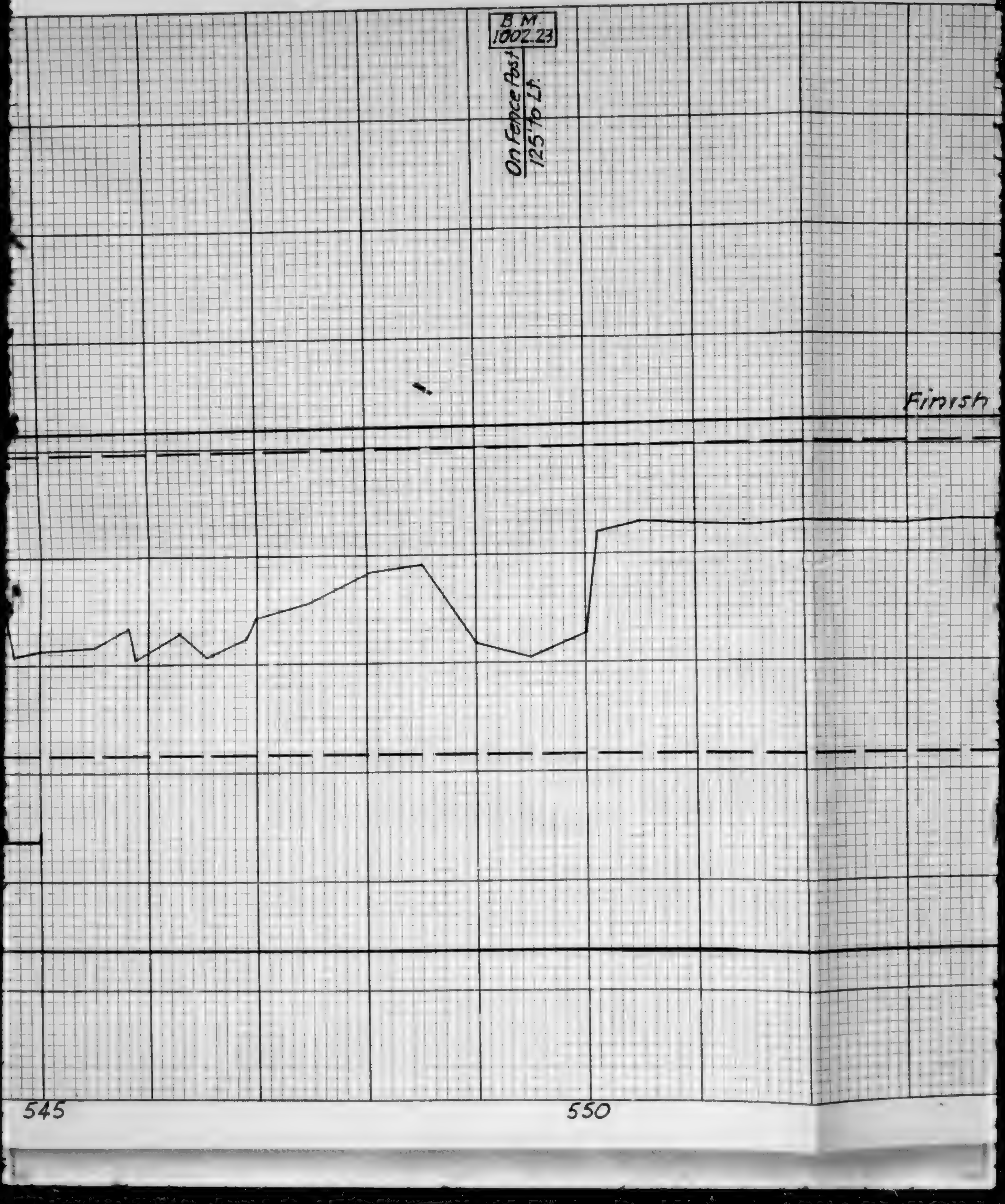
NOTE BOOK

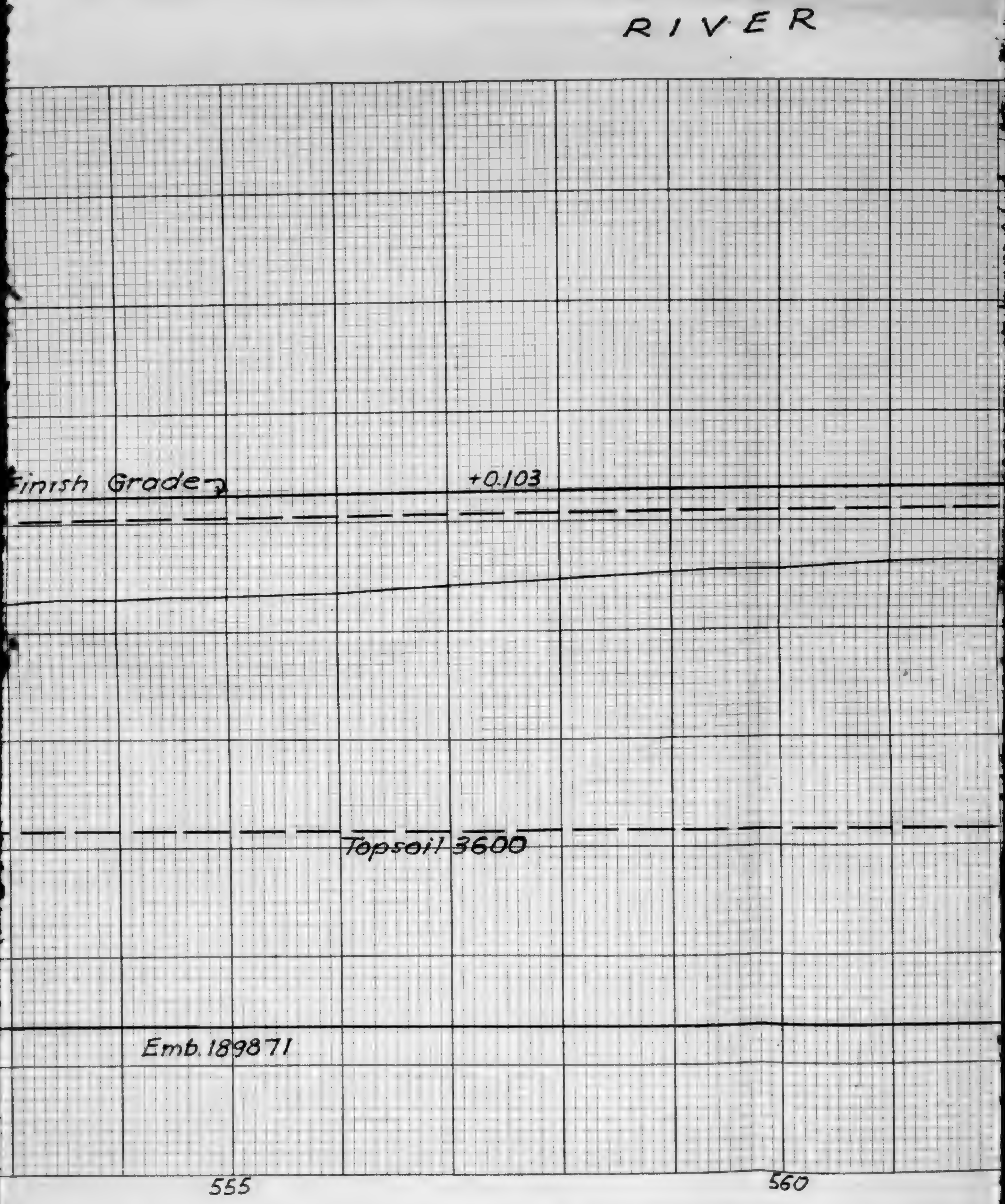
NO.

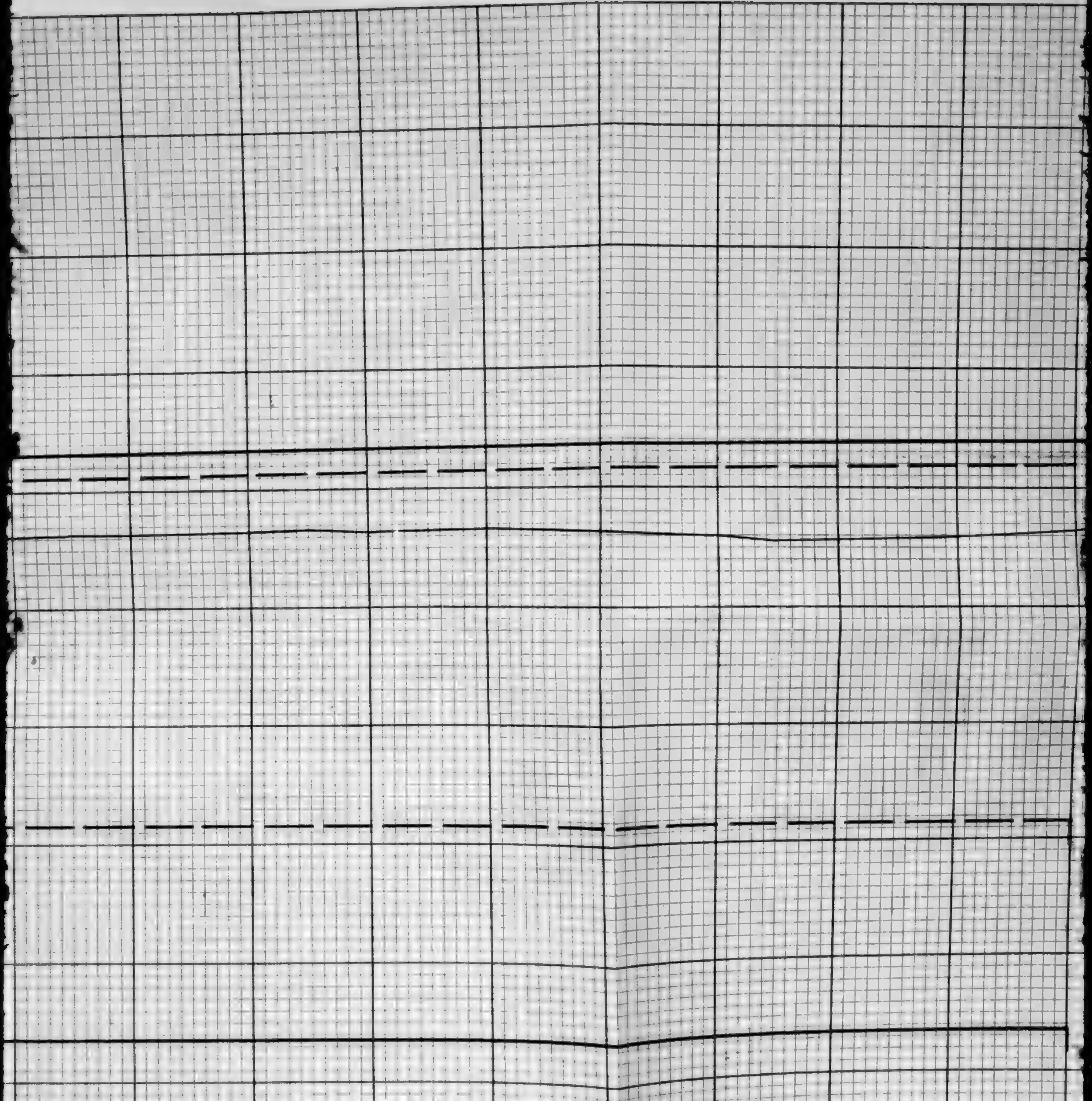
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

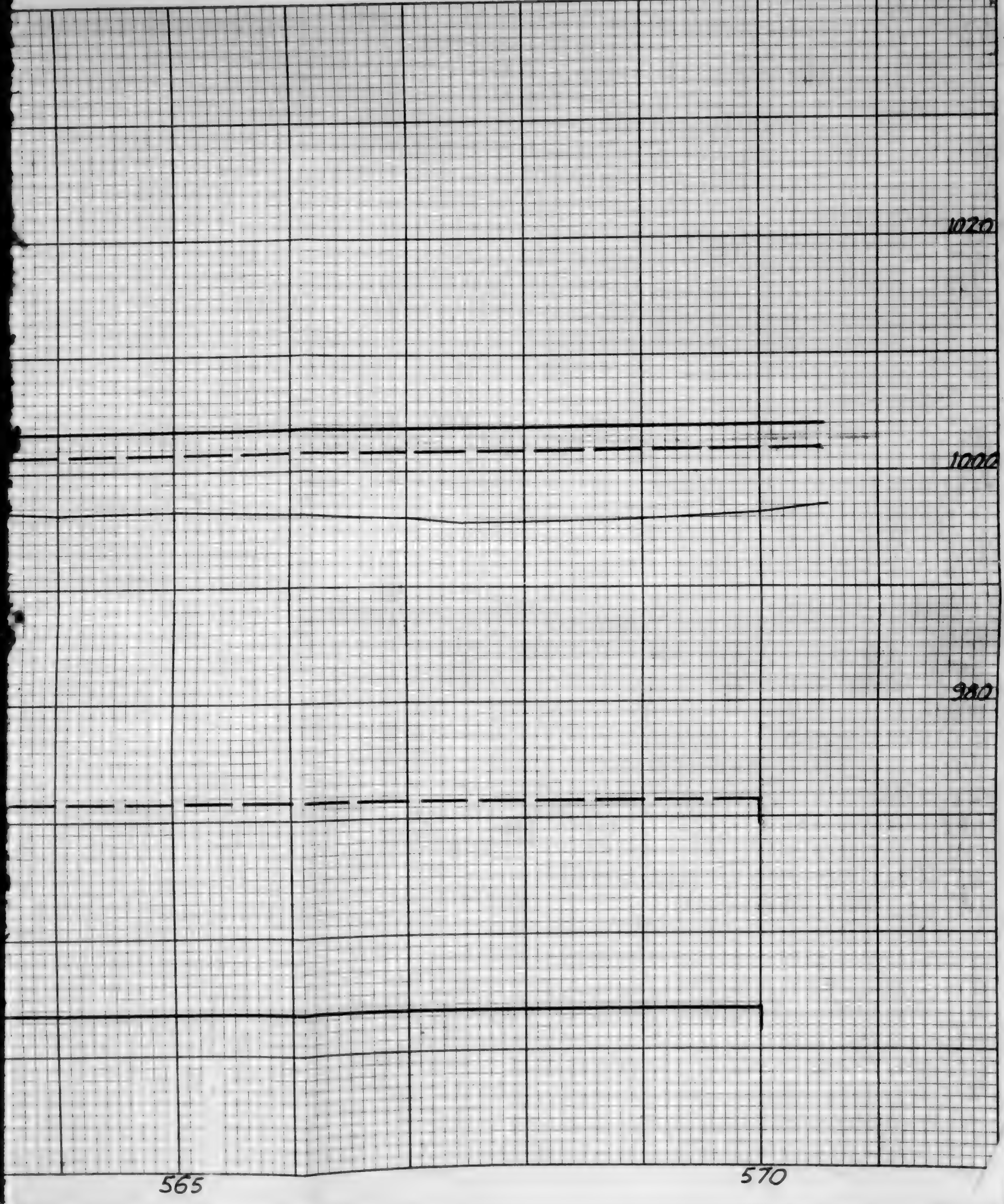

1020
1000.80
800' V.C.
1000
980
Roadbed Ditches
Exc. 420
540
545

ROGUE


B.M.
1002.23
On Fence Post
125' to Lt.
Finish
545
550


RIVER
Finish Grade
+0.103
Topsoil 3600
Emb. 189871
555
560


565
570


1020
1000
980
565
570

RECEIVED
JUL - 9 1959
FOR FILING

I-5-1(8)16

5627

July 9, 1959

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Re: Ward Creek in
City of Rogue River

The section of the Interstate Highway from Evans Creek to Homestead on the Rogue River crosses Ward Creek in the southeast part of the city of Rogue River. The present channel of Ward Creek is quite tortuous and we propose to make a channel change beginning at your railroad bridge over Ward Creek and extending to the Rogue River. This will involve construction work on your right of way from your bridge downstream to your right-of-way line. We would request that we be given a construction easement terminating upon the completion of the channel change.

I am attaching a print from Sheet No. 3 of the construction plans for the Evans Creek-Homestead Section of the Pacific Highway in Jackson County which shows the proposed channel change. I would suggest that this construction easement be granted over a length of approximately 90 feet, running from the southwesterly edge of your bridge to the right-of-way line with the end boundaries at each end of the existing railroad bridge. I do not have the stations on the railroad for the bridge but you undoubtedly have them in your records.

Very truly yours,

W. C. Williams
State Highway Engineer

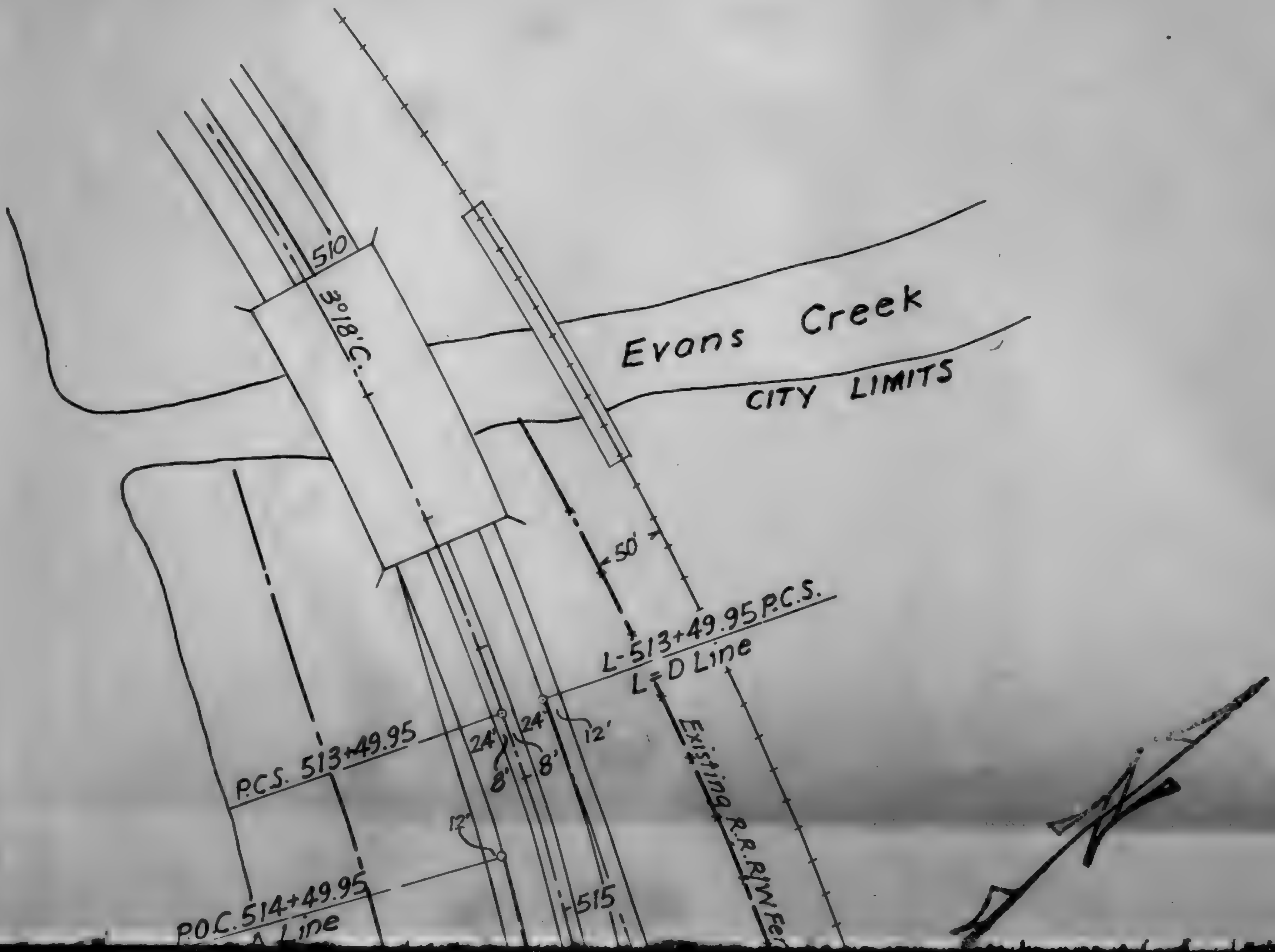
By

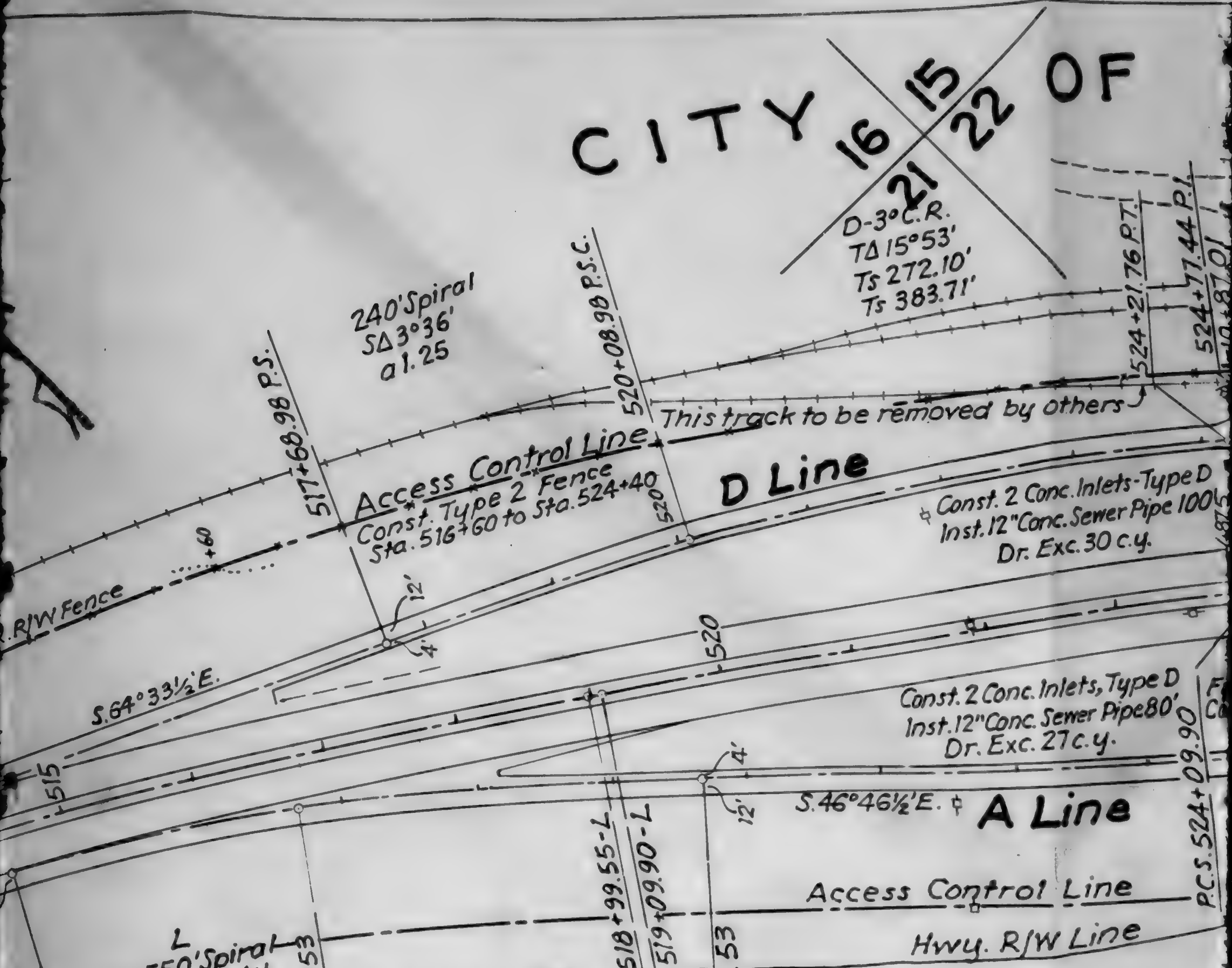
G. S. Paxson
Assistant State Highway Engineer

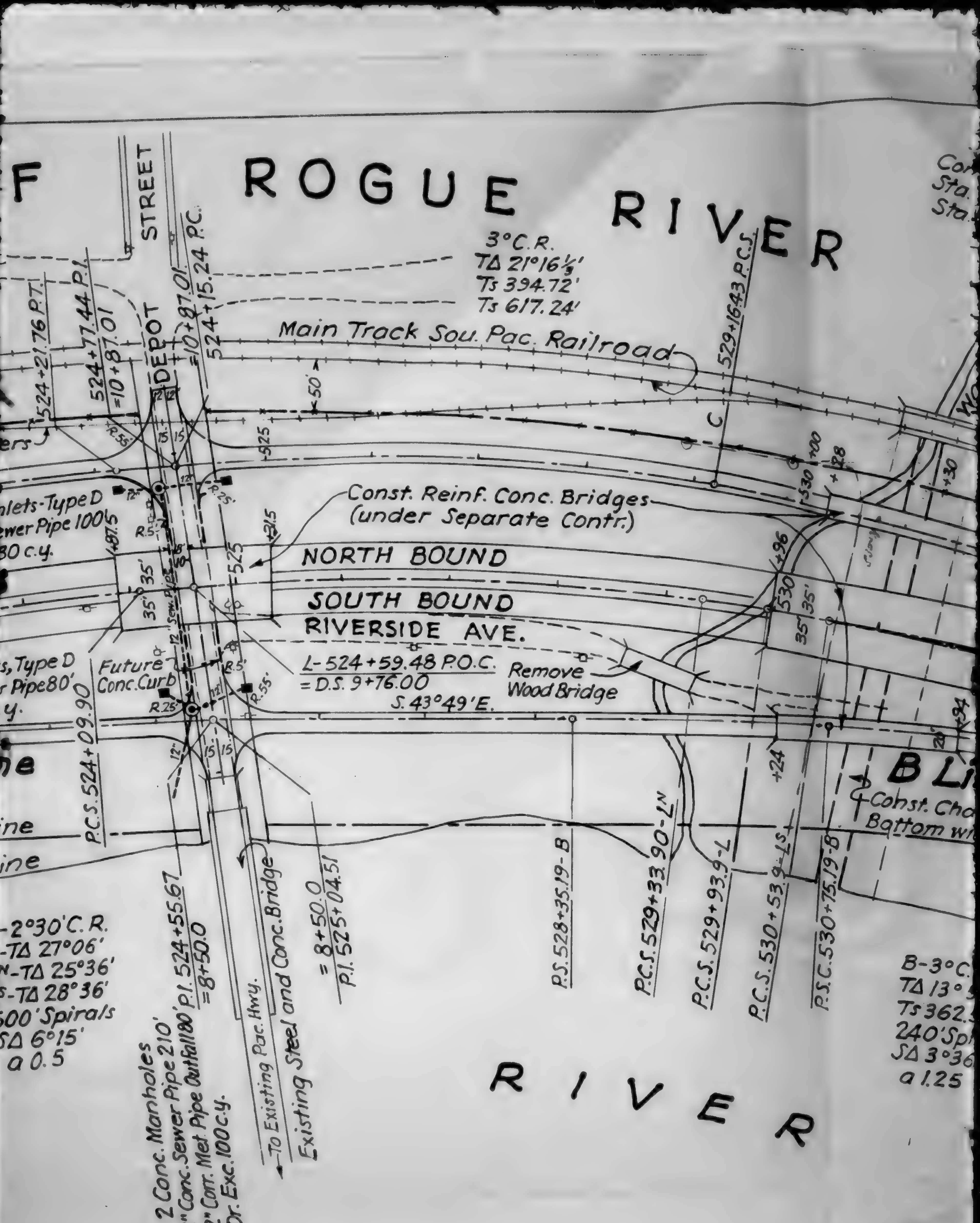
GSP:gm
Attach.
cc Mr. A. W. Kilborn

Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

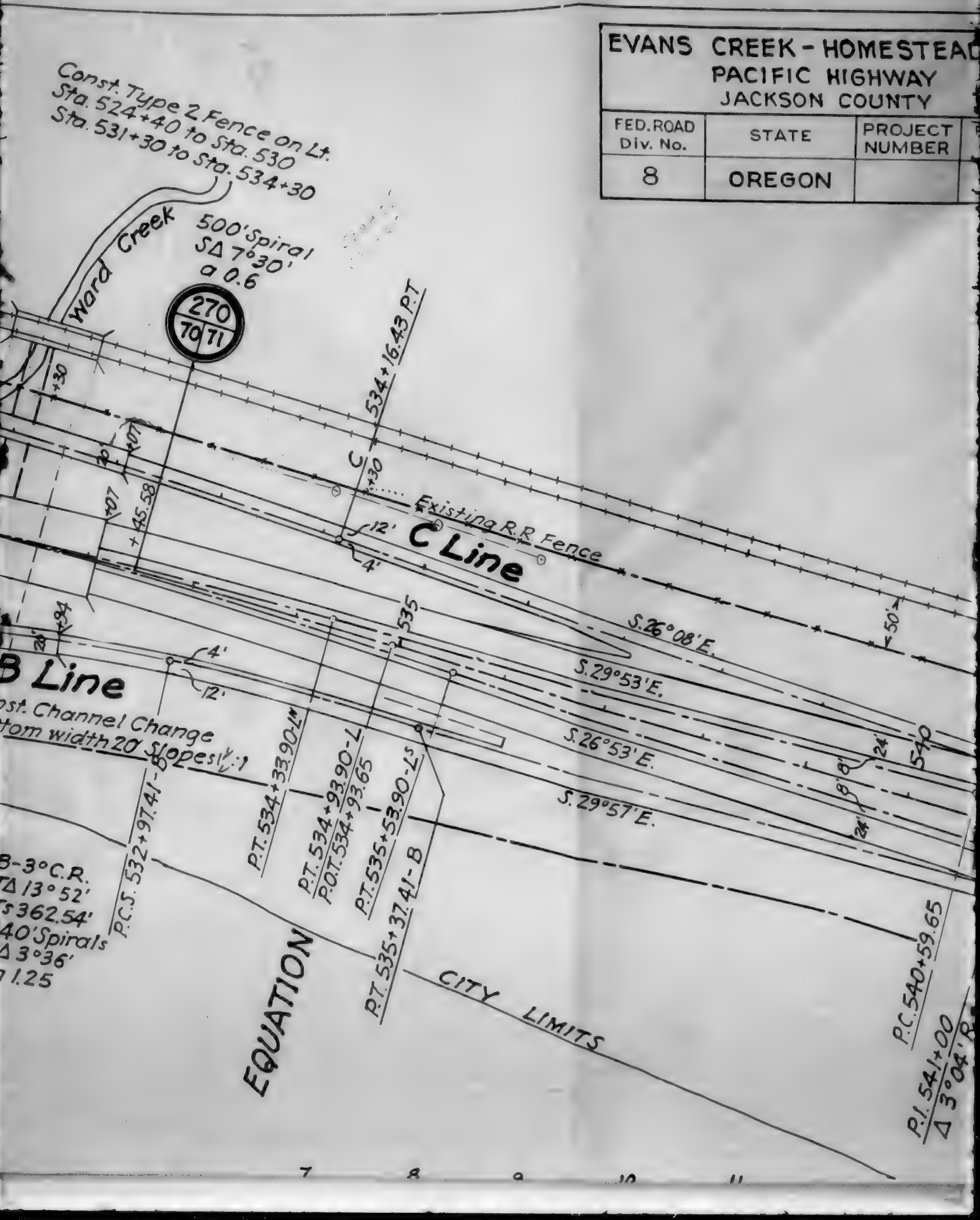

510
3°18'C.
Evans Creek
CITY LIMITS
50'
L-513+49.95 P.C.S.
L=D Line
24'
24'
12'
8'
8'
P.C.S. 513+49.95
12'
515
Existing R.R. R/W Fen
P.O.C. 514+49.95
A Line


CITY OF
16
15
21
22
D-3°C.R.
TΔ 15°53'
Ts 272.10'
Ts 383.71'
240'Spiral
SΔ 3°36'
a 1.25
520+08.98 P.S.C.
517+68.98 P.S.
524+21.76 P.T.
524+77.44 P.I.
This track to be removed by others
Access Control Line
Const. Type 2 Fence
Sta. 516+60 to Sta. 524+40
D Line
520
+60
R/W Fence
12'
4'
Const. 2 Conc. Inlets-Type D
Inst. 12" Conc. Sewer Pipe 100'
Dr. Exc. 30 c.y.
S.64°33½'E.
520
515
Const. 2 Conc. Inlets, Type D
Inst. 12" Conc. Sewer Pipe 80'
Dr. Exc. 27 c.y.
4'
12'
S.46°46½'E. ¢ A Line
P.C.S. 524+09.90
Access Control Line
Hwy. R/W Line
L
550' Spiral
SΔ 9°04½'
a 0.6
CITY LIMITS
P.T. 518+99.55-L
P.S. 519+09.90-L
P.T. 519+69.53
P.C.S. 516+69.53
P.O.C. 514+49.95
L=A Line
A-4°C.R.
TΔ 14°47'
Ts 196.11'
Ts 325.84'
A-300' Spiral
SΔ 6°00'
a 1.33
L-2°30' C.R.
L-TΔ 27°06'
L^N-TΔ 25°36'
L^S-TΔ 28°36'
500' Spirals
SΔ 6°15'
a 0.5
ROGUE


F ROGUE RIVER
STREET
DEPOT
Cor
Sta.
Sta.
3°C.R.
TΔ 21°16⅓'
Ts 394.72'
Ts 617.24'
Main Track Sou. Pac. Railroad
524+21.76 P.T.
524+77.44 P.I.
=10+87.01
=10+87.01
524+15.24 P.C.
529+1643 P.C.S.
50'
ers
525
C
530
+00
+28
+30
Wo
R.55'
15
15
12"
R.25'
R.5'
nlets-Type D
ewer Pipe 100'
80 c.y.
+87.5
+31.5
18'
40'
525
35'
35'
35'
12" Sew. Pipe
Const. Reinf. Conc. Bridges
(under Separate Contr.)
NORTH BOUND
SOUTH BOUND
RIVERSIDE AVE.
+96
530
35'
35'
ts, Type D
r Pipe 80'
y.
Future
Conc. Curb
R.5'
R.25'
R.55'
L-524+59.48 P.O.C.
=D.S. 9+76.00
S. 43°49'E.
Remove
Wood Bridge
ne
P.C.S. 524+09.90
12"
15
15
+24
+94
20'
B Li
Const. Cha
Bottom wi
ine
ine
P.S. 528+35.19-B
P.C.S. 529+33.90-LN
P.C.S. 529+93.9-L
P.C.S. 530+53.9-Ls
P.S.C. 530+75.19-B
-2°30'C.R.
-TΔ 27°06'
N-TΔ 25°36'
s-TΔ 28°36'
500' Spirals
SΔ 6°15'
a 0.5
Const. 2 Conc. Manholes
Inst. 12" Conc. Sewer Pipe 210'
Inst. 12" Corr. Met. Pipe Outfall 80'
Dr. Exc. 100 c.y.
P.I. 524+55.67
=8+50.0
To Existing Pac. Hwy.
Existing Steel and Conc. Bridge
=8+50.0
P.I. 525+04.51
RIVER
B-3°C.
TΔ 13°
Ts 362.
240' Spi
SΔ 3°36
a 1.25

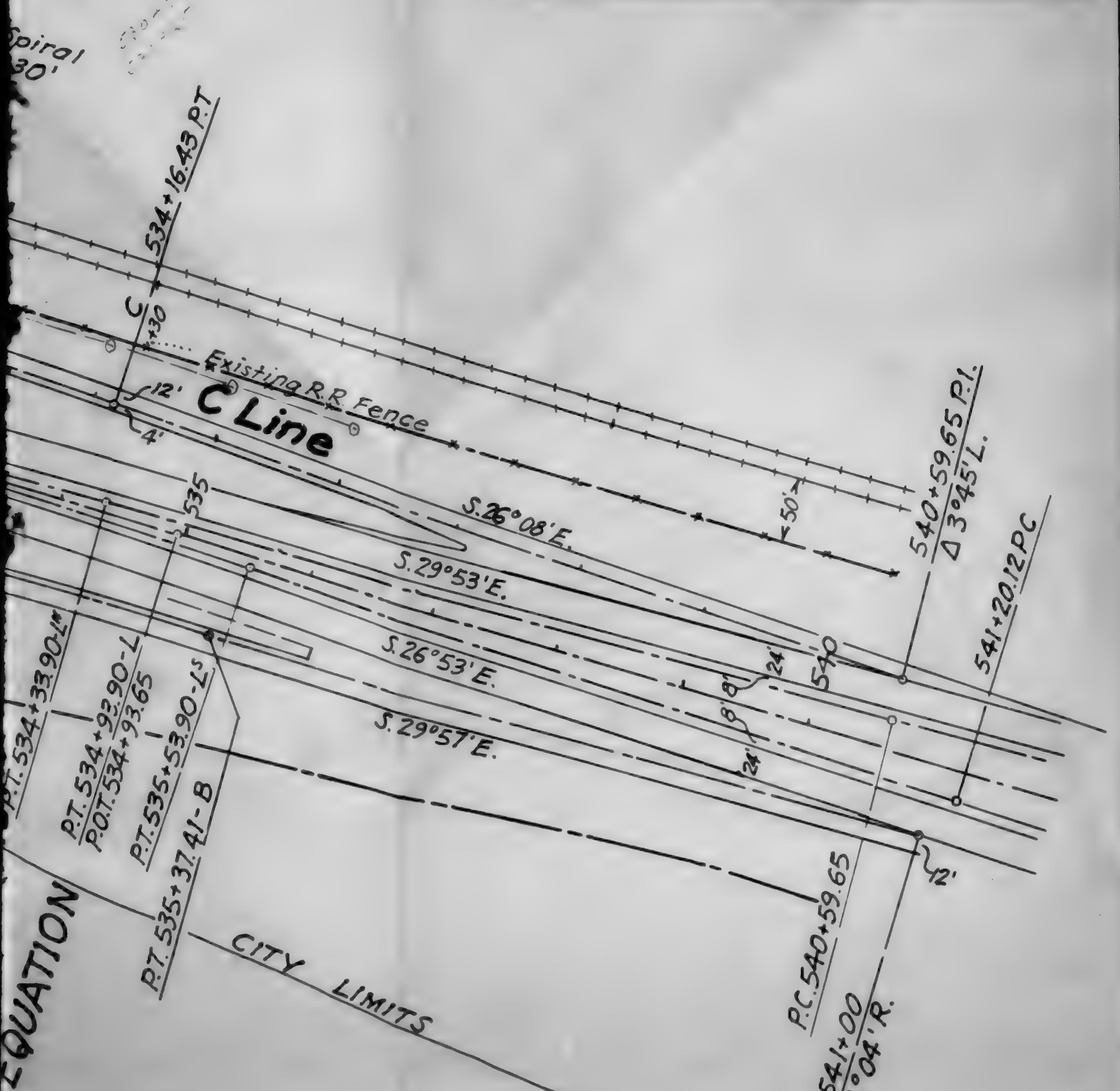
EVANS CREEK - HOMESTEAD
PACIFIC HIGHWAY
JACKSON COUNTY

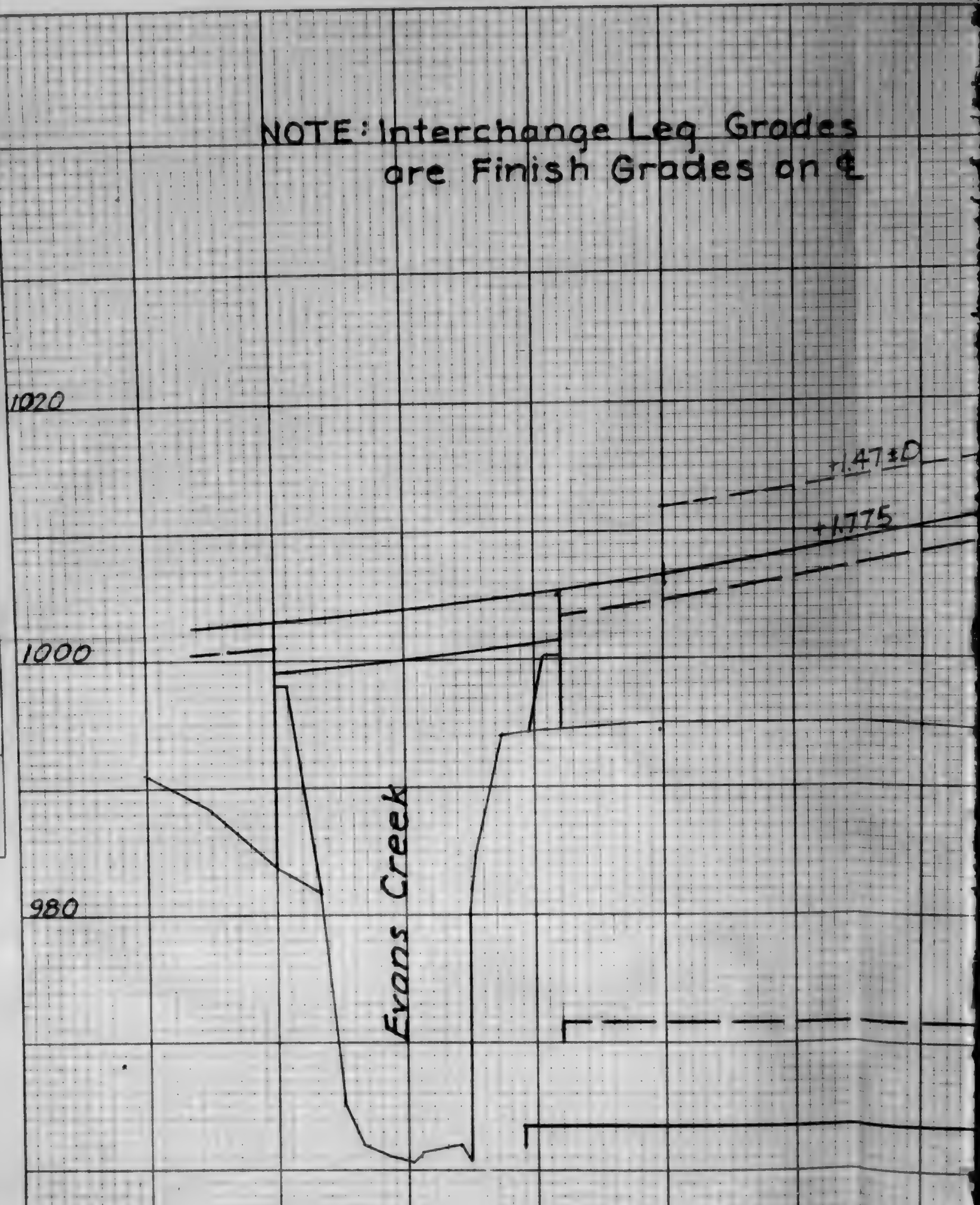
FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	



Const. Type 2 Fence on Lt.
Sta. 524+40 to Sta. 530
Sta. 531+30 to Sta. 534+30
Ward Creek
500' Spiral
SΔ 7°30'
a 0.6
270
70 71
534+16.43 P.T.
C
+30
+30
+07
20'
+07
+45.58
12'
4'
Existing R.R. Fence
C Line
S.26°08'E.
50'
+94
28'
535
B Line
4'
12'
Const. Channel Change
Bottom width 20' Slopes 1½:1
S.29°53'E.
S.26°53'E.
S.29°57'E.
24'
81.9'
24'
540
B-3°C.R.
TΔ 13°52'
Ts 362.54'
240' Spirals
SΔ 3°36'
a 1.25
P.C.S. 532+97.41-B
P.T. 534+33.90-L
P.T. 534+93.90-L
P.O.T. 534+93.65
P.T. 535+53.90-Ls
P.T. 535+37.41-B
EQUATION
CITY LIMITS
P.C. 540+59.65
P.I. 541+00
Δ 3°04' R
7
8
9
10
11

EVANS CREEK - HOMESTEAD SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

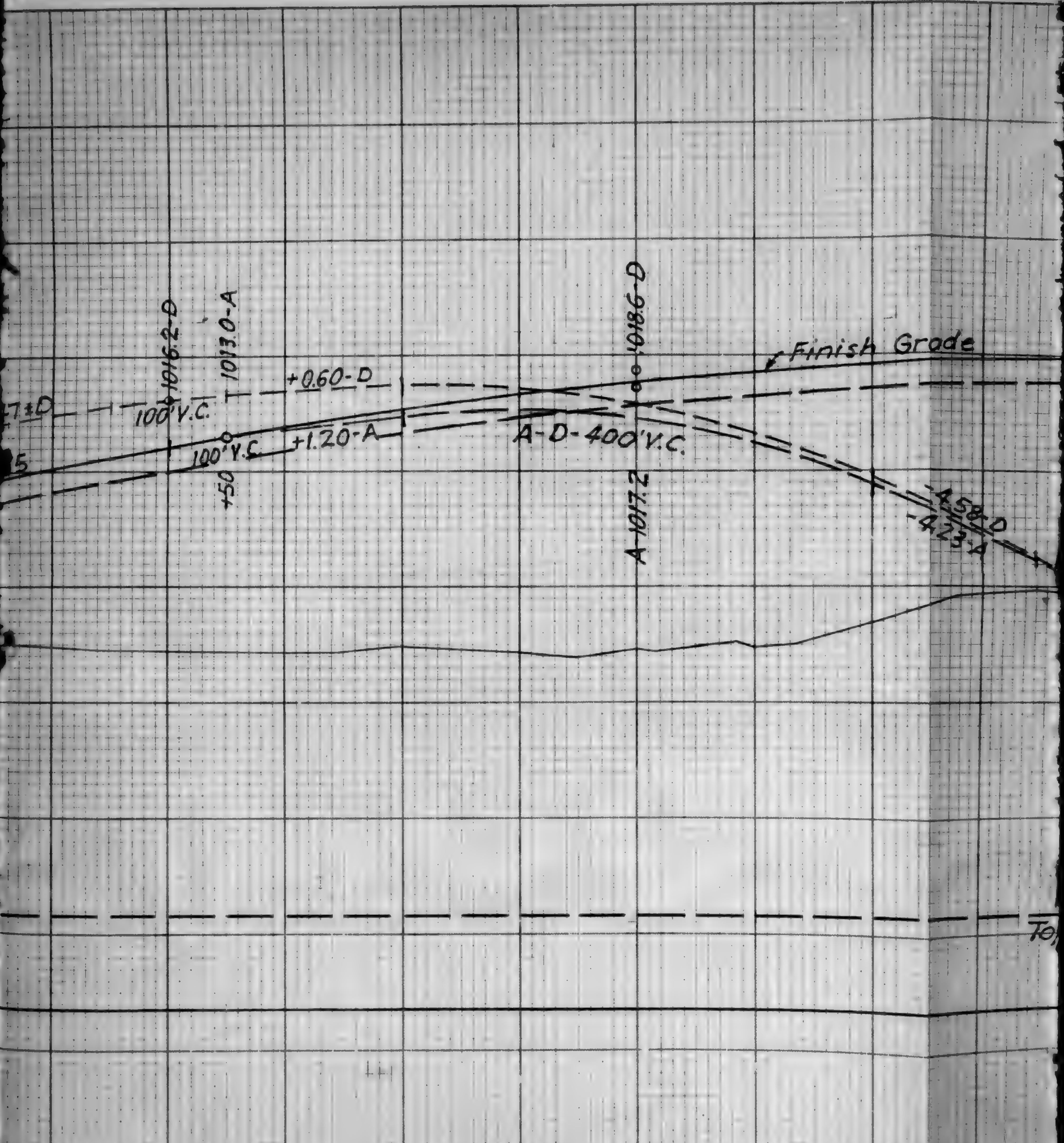

e on Lt.
530
34+30
Spiral
30'
534+16.43 P.T.
C
+30
12'
4'
Existing R.R. Fence
C Line
535
S.26°08'E.
50'
S.29°53'E.
S.26°53'E.
S.29°57'E.
540+59.65 P.I.
Δ 3°45'L.
541+20.12 PC
540
8'
8'
24'
24'
12'
P.I. 534+33.90-L
P.T. 534+92.90-L
P.O.T. 534+93.65
P.T. 535+53.90-Ls
P.T. 535+37.41-B
EQUATION
CITY LIMITS
P.C. 540+59.65
P.I. 541+00
Δ 3°04'R.
7
8
9
10
11

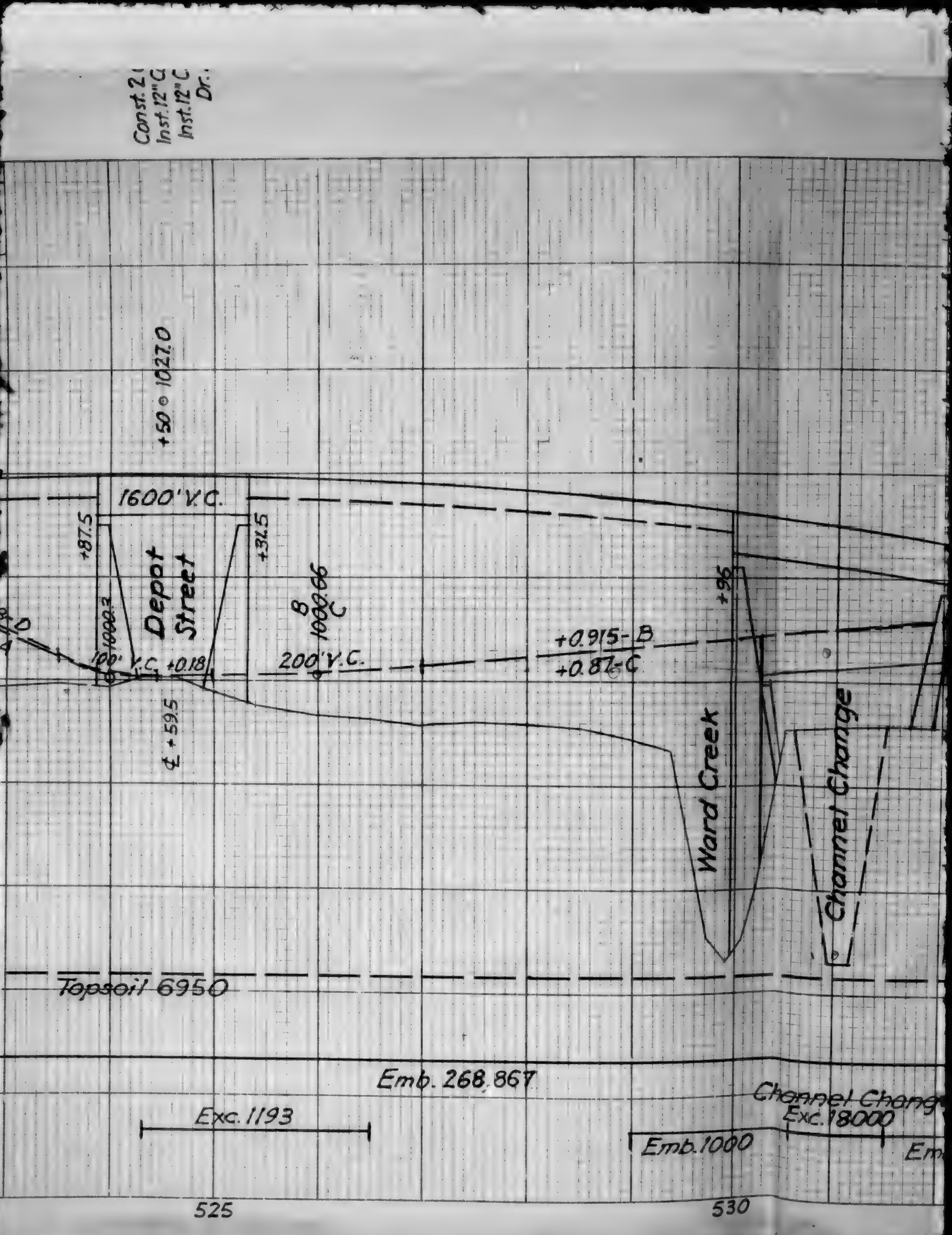

NOTE: Interchange Leg Grades
are Finish Grades on ℄
1020
1000
980
+1.47±0
+1.775
Evans Creek
510
515

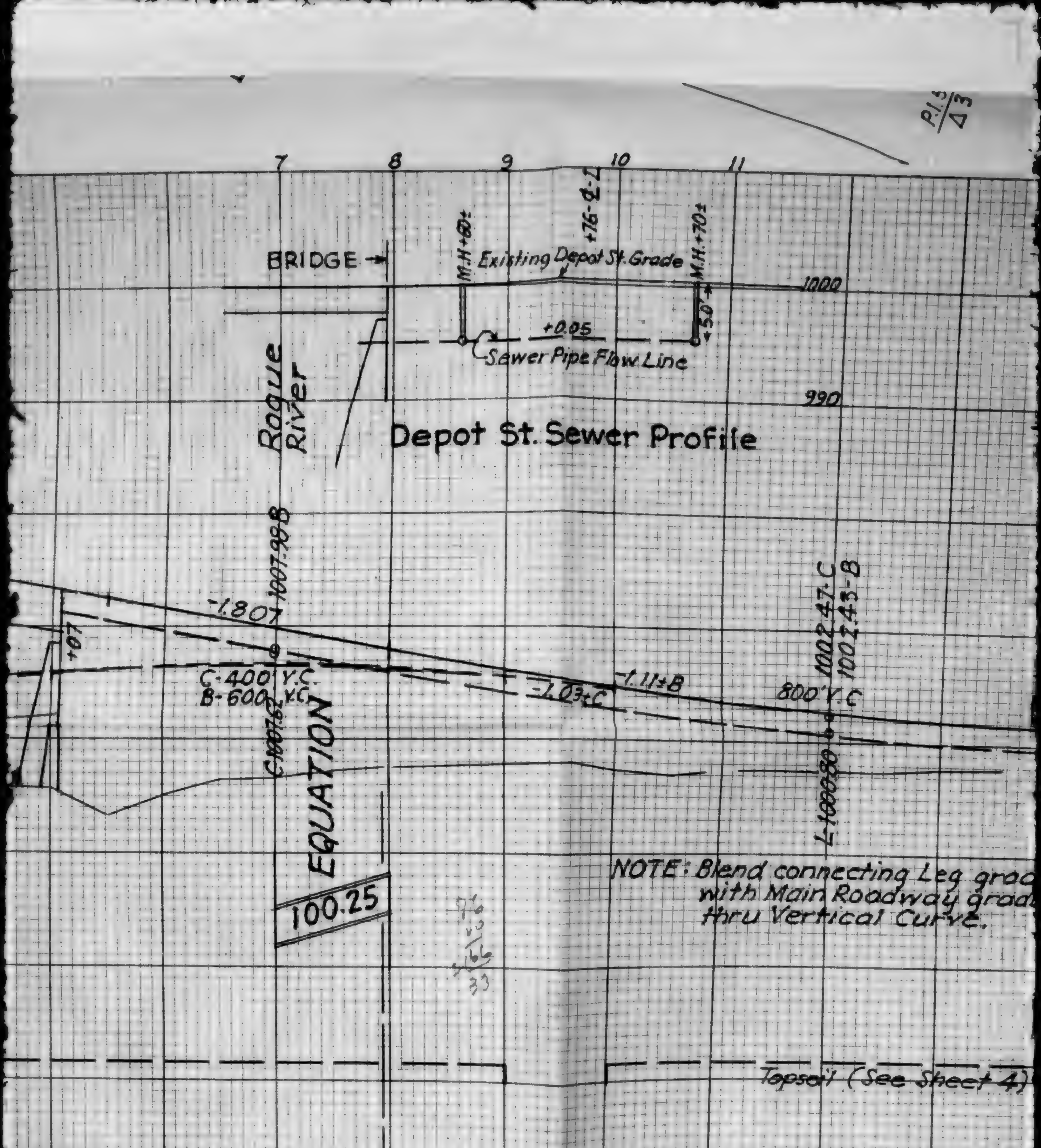
ORIGINAL SURVEY

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	

NOTE BOOK
NO.____


.7±D
5
1016.2-D
100'V.C.
1013.0-A
+50
100'V.C.
+0.60-D
+1.20-A
A-D-400'V.C.
1018.6-D
A-1017.2
Finish Grade
-4.58-D
-4.23-A
To
515
520


Const. 2
Inst. 12" C
Inst. 12" C
Dr.
+50 ⊕ 1027.0
1600' V.C.
+87.5
+34.5
Depot Street
1000.3
B
1000.66
C
100' V.C.
+0.18
200' V.C.
+0.915-B
+0.87-C
℄ +59.5
+96
Ward Creek
Channel Change
Topsoil 6950
Emb. 268,867
Exc. 1193
Channel Chang
Exc. 18000
Emb. 1000
Em
525
530


P.I. 5
Δ 3
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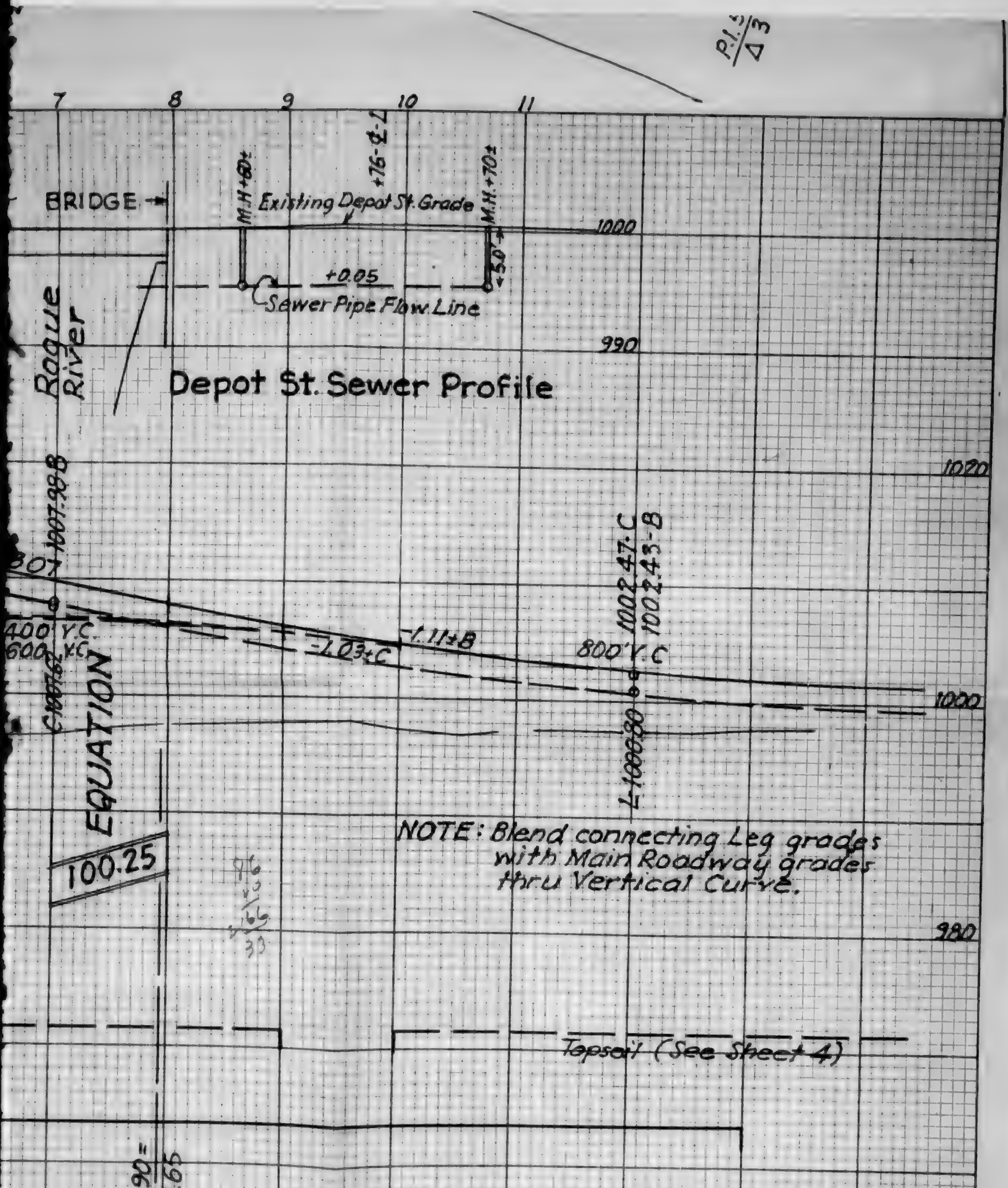
11
+76-℄-L
M.H.+80±
M.H.+70±
BRIDGE →
Existing Depot St. Grade
1000
5.0'±
+0.05
Sewer Pipe Flow Line
990
Rogue River
Depot St. Sewer Profile
1007.90-B
-1.807
+07
C-400' V.C.
B-600' V.C.
C1007.62
-1.03±C
-1.11±B
800' V.C
1002.47-C
1002.43-B
L-1000.80
EQUATION
100.25
33
66
33
NOTE: Blend connecting Leg grad
with Main Roadway grad
thru Vertical Curve.
Topsoil (See Sheet 4)
ange
Emb. 8000
534+93.90 =
534+93.65
535
540


P.I. 5
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M.H.+80±
M.H.+70±
BRIDGE →
Existing Depot St. Grade
1000
+0.05
5.0'
Sewer Pipe Flow Line
990
Rogue River
Depot St. Sewer Profile
1020
30'
1007.99-B
400' V.C
600' V.C
C1007.62
EQUATION
100.25
-1.11±B
-1.03±C
800' V.C
1002.47-C
1002.45-B
1000
L1000.80
NOTE: Blend connecting Leg grades with Main Roadway grades thru Vertical Curve.
980
Topsoil (See Sheet 4)
534+93.90 =
534+93.65
535
540

RECEIVED
MAY 8 - 1959
FOR FILING
1-5-1(8)46
5627

May 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the facilities of The California Oregon Power Company on the Evans Creek-Homestead Unit, Grants Pass-Rock Point Section of the Pacific Highway in Jackson County, Project No. I-5-1(-)-:

1. Three copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjusting its facilities on this section.
2. Three copies of the Company's estimate for adjusting these facilities.
3. Three copies of sketches prepared by the Company showing the proposed adjustments.

The Company proposes to contract construction of the new building on the substation. This is not the normal function of the Company's forces and it is not equipped or staffed to do the work. Bids are to be solicited from selected qualified building contractors. The list of contractors will include, but may not be limited to:

Myers D. Jones, Medford
H. W. Salter, Rogue River
Ausland Construction Co., Grants Pass

Authorization to construct the warehouse and pump buildings by contract is requested.

These adjustments represent a heavy work load and your approval of the agreement and authorization to proceed with the work as of this date in order to clear the construction area are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

S-77(9) N. Unit, Pittsburg- 1960
Spitzenberg Sec. (Grad.
#5628 & base)

C & A 2201 3-16-60

RECEIVED
AUG 11 1961
FOR FILING

W. C. WILLIAMS

August 7, 1961

N. Unit, Pittsburg-Spitzenberg Sec.
Contract No. 5628

FINAL COST ANALYSIS
Grading and Stone Base
Contractor: C. C. Meisel
Resident Engineer: J. W. Cochell

Federal Aid Section 77(9)
Prefix No. 505-1046

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	All	Lump	9,000.00	10,000.00	10,000.00	9,000.00
*Drainage Excavation	2,303	Cu. Yd.	3.00	3.00	6,909.00	6,909.00
*General Excavation	99,099.9	Cu. Yd.	0.34	0.34	33,693.97	33,693.97
*Short Overhaul	107,772	Yd. Sta.	0.01	0.91	1,077.72	1,077.72
*Long Overhaul	1,959.5	C-Yd. Sta.	0.40	0.40	782.80	782.80
*Finishing R.B. & Slopes	3.24	Mile	600.00	600.00	1,944.00	1,944.00
*12" Concrete Pipe	216	Lin. Ft.	2.25	2.25	486.00	486.00
*18" Concrete Pipe	1,444	Lin. Ft.	4.00	4.00	5,776.00	5,776.00
*24" Concrete Pipe	224	Lin. Ft.	6.00	6.00	1,344.00	1,344.00
*36" Concrete Pipe	376	Lin. Ft.	12.00	12.00	4,512.00	4,512.00
Coarse Cr. Mat'l in Base	39,910.73	Ton	2.03	1.96	78,212.20	81,018.78
Sprinkling	732	M-Gal.	2.75	1.84	1,346.55	2,013.00
Quarry Rock	3,186.5	Cu. Yd.	2.25	2.17	6,915.22	7,169.63
EW 1 Flagging					484.65	484.65
*EW 2 Mail Boxes					58.16	58.16
*EW 3 Slide Correction					4,999.10	4,999.10
					158,542.36	161,269.81

* Items were subcontracted

DETAIL OF COSTS - Contract No. 5628

Labor:		
Labor	$ 21,314.60	
Labor Insurance	2,323.29	
Equipment Rental and Misc. Supplies:		
Equipment Rental, Owned	18,083.20	
Equipment Rental, Hired	27,928.33	
Gas, Oil and Grease	8,101.12	
Bond	1,055.55	
P.L. and P.D. Insurance	266.43	
Home Office and General Overhead	600.00	
Move In	5,887.79	
Miscellaneous Supplies and Small Tools	639.44	
P.U.C. and Permits	347.33	
Subcontractors:		
M.J. Brassfield (Items 1 - 11 and EW 2&3)	71,995.28	
	TOTAL COST	$ 158,542.36

Gross Revenue	$ 161,269.81
Total Cost	158,542.36
Net Profit	$ 2,727.45

Net Profit equals 1.69% of Gross Revenue

Remarks - Contract No. 5628

This was a "Federal Aid Secondary Project" calling for construction of 3.24 miles of highway roadbed, involving approximately 95,900 cubic yards of roadbed excavation, and surfacing with stone base, involving 42,700 tons of crushed materials.

The south end of the project was at Sta. 896+00, which station is 0.19 mile southerly of the crossing of Elk Creek and 3.25 miles southerly of the junction of the Pittsburg-Scappoose Road with the Nehalem Highway near Pittsburg. The north end of the project was at Sta. 1066+37, which station is at the junction of said county road with the Nahlem Highway. The overall length of the project was 3.25 miles.

Bid proposals were submitted March 1, 1960, awarded March 28, 1960, and the contractor started clearing April 11, 1960. Inclement weather delayed the clearing. Grading began July 5, 1960 but progress was slow due to content of moisture in the material. Crushed aggregates were hauled from Oak Ranch Quarry with 10-mile haul. All hauling was hired. Crushing progressed very well with exception of a bad shot in quarry which did not produce any materials and a delay of one week was incurred until another shot could be drilled and shot off. Project was completed November 7, 1960.

Equipment used on project: Three D8's with dozers, three tractor scraper units, 3/4-yard dragline, water wagon, mod. 12 grader, 10-ton roller, complete crushing plant, three dumpsters, service truck and pickups.

Items #1 to 10 and EW 2 and EW 3 were subcontracted to B & F Construction Company at bid prices, with item #1 being $1,000 more than bid price. Good supervision and equipment in fair shape resulted in slight profit to contractor.

M.N. Juve
Chief Cost Analyst

By

Harry Sturgis

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-4-61	CC-707		505-1046-297

INVOICE NUMBER
70698

Columbia County Court
St. Helens,
Oregon

Attention: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: North Unit, Pittsburg - Scappoose, FAS 609. Covered by agreement dated March 10, 1960.			
County share of costs as per attached statement		$33,874.98	
Less amount previously transferred		27,435.01	$ 6,439.97
Original advance deposit		$33,435.01	
Less amount previously transferred		27,435.01	
Balance advance deposit			$ 6,000.00
Balance Due			$ 439.97

RECEIVED
AUG 4 1961
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT COPY OF BILLING REQUEST

A 150 (REVISED 7-60)

August 2, 1961

NOTED
V. F

NOTED
V. R. JONES

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Final costs are now available on Contract No. 5628 for the North Unit Pittsburg-Spitzenberg Section of FAS 609 in Columbia County. As shown in the attached cost statement a balance of $439.97 is due the state.

You will receive a billing form from our accounting division within the next few days. Please make payment upon the receipt of this billing form.

If you have any questions on this matter please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R. Jones
County and City Relations Field Engineer

VRJ:djb
Attch.

7-18-61

Monthly transaction number RECEIVED JUL 21 1961	For[illegible]-2A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	te **Oregon**
Project report number 1 FOR FILING	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Columbia**
		Project number **S-77(9)**

S77(9)

5628

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 19**, 19[illegible], is hereby modified as follows:

Revised estimated total cost of project $ **174,908**

Revised Federal funds $ **106,780**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **18** day of **July**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

~~Deputy~~ **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

USComm-DC 11170

July 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the North Unit, Pittsburg-Spitzenberg Section, Project No. S-77(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bm

Contract 5628 4-19-60 A

RECEIVED
PR 4 1960
FOR FILING

Monthly Transaction No.	F -2 (6 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. S 77(?) 5	FEDERAL-AID PROJECT AGREEMENT	County Columbia
		Project No. S-77(9)

5628 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Pittsburg, south 3.2 Miles
(North Unit, Pittsburg-Spitzenberg Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-31-59	3.3
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 163,636	Federal funds $ 99,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

~~Deputy~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BX~~ **C. C. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **April 19, 1960**

USComm-DC 40257

April 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Unit, Pittsburg-Spitzenberg Section, Project No. S-77(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

April 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Unit, Pittsburg-Spitzenberg Section, Project No. S-77(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RWC:in

Oregon State Highway Department

Federal Aid Secondary
Project No. S-77(9)

NORTH UNIT, PITTSBURG-SPITZENBERG SECTION
OF THE PITTSBURG-SCAPPOOSE ROAD IN COLUMBIA COUNTY

(Estimate as a basis for project aggrement. Based on low bid prices.)

Salem, Oregon, April 7, 1960

Type Code 2010
Roadway (Sta. 396+00 to Sta. 1066+37)(Contract No. 5628)

Clearing and Grubbing	All	Required		$ 9,000.00
Drainage Excavation, Unclassified	1,260	cu.yd.	$3.00	3,780.00
General Excavation, Unclassified	95,900	cu.yd.	0.34	32,606.00
Short Overhaul	110,400	yd.sta.	0.01	1,104.00
Long Overhaul	2,600	C-yd.sta.	0.40	1,040.00
Finishing Roadbed and Slopes	3.24	miles	600.00	1,944.00
18 Inch Corrugated Metal Pipe	30	lin.ft.	5.00	150.00
12 Inch Concrete Pipe	240	lin.ft.	2.25	540.00
18 Inch Concrete Pipe	1,300	lin.ft.	4.00	5,200.00
24 Inch Concrete Pipe	220	lin.ft.	6.00	1,320.00
36 Inch Concrete Pipe	210	lin.ft.	12.00	2,520.00
Coarse Crushed Material in Base	42,700	ton	2.03	86,681.00
Sprinkling	900	M-gal.	2.75	2,475.00
				$ 148,360.00
Flagging (57½% of Contractor's Cost)	All	Required		150.00
Signing (Temporary)	All	Required		50.00
Signing (Permanent)	All	Required		200.00
	Subtotal			$ 148,760.00
	10% Engr. & Cont.			14,876.00
	Total			$ 163,636.00

Length of Roadway	3.238 Miles
Length of 1 Structure	0.014 Mile
Total Length	3.252 Miles
Cost of Roadway per Mile	$50,692.68

Federal Funds	$ 99,000.00
State Funds	32,318.00
County Funds	32,318.00
	$163,636.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Columbia County with the Highway Department.

RECEIVED
FEB 1 1961

FOR FILING

2-77 (9)

5628

January 31, 1961

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

State Highway contract #5628 for grading-stone base on the North Unit of the Pittsburg-Spitzenberg Section of the Pittsburg-Scappoose Road (FAS 609) in Columbia County was completed by the contractor, C. C. Meisel, on November 7, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $4,671.84 will be released to the contractor on or after February 10, 1961. The total contract amount is $161,269.81, of which amount $5,541.91 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
Portland Branch Office
620 Portland Trust Bldg.,
Portland 4, Oregon

cc: Mr. C. C. Meisel
P. O. Box 206
McMinnville, Oregon

RECEIVED
DEC 19 1960
FOR FILING
S-77(9)
5628

1A

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 7, 1960, on Contract No. 5628, N. Unit, Pittsburg-Spitzenberg Section, in Columbia County, in connection with Federal Aid Project No. S-77(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
DEC 13 1960
FOR FILING
2-33 (9)

5-35

December 12, 1960

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to G. G. Meisel on contract #5628 for grading-stone base on the North Unit of the Pittsburg-Spitzenberg Section of the Pittsburg-Scappoose Road (FAS 609) in Columbia County.

This payment, in the amount of $10,642.94, will be released to contractor on or after December 22, 1960. The retained percentage is $4,671.84.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Standard Accident Insurance Co.,
Portland Branch Office
620 Portland Trust Bldg.,
Portland 4, Oregon

cc: Mr. G. G. Meisel
P. O. Box 206
McMinnville, Oregon

NOTED
H. S. COX

NOTED
V. R. [illegible]

NOTED
C. G. SWENSON

December 6, 1960

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
Harold C. Ayers

Project S-77(9)

Gentlemen:

This is to advise you that work on the North Unit, Pittsburg-Spitzenburg Section of FAS 609 in Columbia County was completed November 7, 1960.

Under the terms of the agreement dated March 10, 1960, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

JDG:mm

FORM E-30 50M 7-60 20305

V. R. JOHNS

NOTED
H. S. COX

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1960

SUBJECT: File 30413, Oregon 09885
Pittsburg-Spitzenburg Section
Scappoose-Pittsburg County Road
Right of Way

To:

Mr. A. E. Johnson,
Division Engineer, Division I
Box 4699, Sellwood Station
Portland 2, Oregon

Attached are two copies of the decision of the Land Office dated October 24, 1960, approving our application for the widening and relocating of the Pittsburg-Spitzenburg Section of the Scappoose-Pittsburg County Road.

Two prints of the revised map showing the reduced width of the right of way approved by the decision were forwarded to you with a copy of our letter of September 9, 1960, transmitting revised prints to the Manager of the Land Office.

The rendering of this decision completes the application.

You will note under the terms of the grant (Item 3) that we are required to furnish proof of construction within five years of the date of the grant. In order to comply with this requirement, will you please notify this office when construction has been completed so that we may submit formal proof to the Land Office.

EARL F. SALING
Right of Way Office Manager

EFS
FTA:ls
Attach: 2 copies decision

✓ cc: County-City Relations Dept.

Velda DeGuire
(Orig. decision with print)

RECEIVED
NOV 29 1960
ENGINEER
COUNTY & CITY RELATIONS

Form E-1—(Rev.)—

F. 71 (9)
5628

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 19, 1960

Section North Unit, Pittsburg-Spitzenberg
Kind of work Grading & Stone Base
Highway Pitt.-Scap.Rd. County Columbia
Section prefix 505-1046
Contractor C. C. Meisel
Contract number 5C28
Date of contract March 28, 1960
Specified work days 120
Date work started April 11, 1960
Work days used 99
Project authorization . . . . . $ 167,411.25
Exclusive of engineering . . . . . $ 155,506.45
Per cent of time elapsed 82.50 %
Estimated cost of completed project, exclusive of engineering . . . $ 161,254.12
Estimated per cent overrun or underrun . . . 3.87 %
Per cent of contract completed, based on estimated cost . . . 100.00 %
Engineering authorization . . . . $ 11,904.80
Engineering cost to date $ 12,637.97, 106.16 %
Date project was completed November 7, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100		100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate will be submitted to Division Office on November 23, 1960.

NOTED
JOHN R. OAKES

NOV 21 1960
NOTED

Signed
Address PO Box 4039, Sellwood Sta., Portland 2,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.24	3.24			
Miles partially completed					
Miles completed	3.24	3.24			
Total estimated quantities (contract)	95,900.0	42,700			
Total quantities corrected to date	99,099.9	39,903			
Estimated quantities moved or placed to date	99,099.9	39,903			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Showers		
Tuesday	Rain		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED
NOV 18 1960
FOR FILING

F 77(9)
5628

Salem, Oregon
November 18, 1960

Mr. C. G. Swenson
County and City Relations Engineer
OFFICE

This is to advise you that work was completed on November 7, 1960, on Contract No. 5628, N. Unit, Pittsburg-Spitzenberg Section, in Columbia County, in connection with Federal Aid Project No. S-77(9).

R. L. Porter
Office Engineer

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
H. S. COX

NOTED
C. G SWENSON

September 9, 1960

Mr. Virgil O. Seiser
Manager, Land Office
Bureau of Land Management
809 N. E. 6th Avenue
Portland 13, Oregon

File 30413, Oregon 09885
Pittsburg-Spitzenburg Section
Scappoose-Pittsburg County Road
Right of Way

Attention: M. M. Gorecki
Chief, Lands and Minerals
Adjudication Unit

NOTED

Dear Miss Gorecki:

Enclosed is drawing number 10 C-37-1, with five prints thereof, which has been revised to show the reduced width of the right of way on the south side of the center line of the Pittsburg-Spitzenburg Section of the Scappoose-Pittsburg County Road.

Also enclosed are two copies of the Bureau of Public Roads' letter of November 18, 1959, which gives consent to this reduction.

Very truly yours,

EARL F. SALING
Right of Way Office Manager

WO:ls
Encls. 1 tracing, 5 prints
and 2 copies BPR letter

cc: Bureau of Public Roads (2)
(With 2 prints)

Div. Eng. A. E. Johnson
(With 2 prints)

County-City Relations Engineer
(With 2 prints)

RECEIVED

STATE OF OREGON)
) ss.
County of Marion)

I, W. C. Williams, being duly sworn, state that I am the chief engineer for the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant", that the 6.3-mile survey for the right of way of the Scappoose-Pittsburg County Road was made under my direction as chief engineer of the applicant, commencing on the 6th day of April, 1959, and ending on the 19th day of June, 1959, and that a portion of such survey is accurately represented on this map.

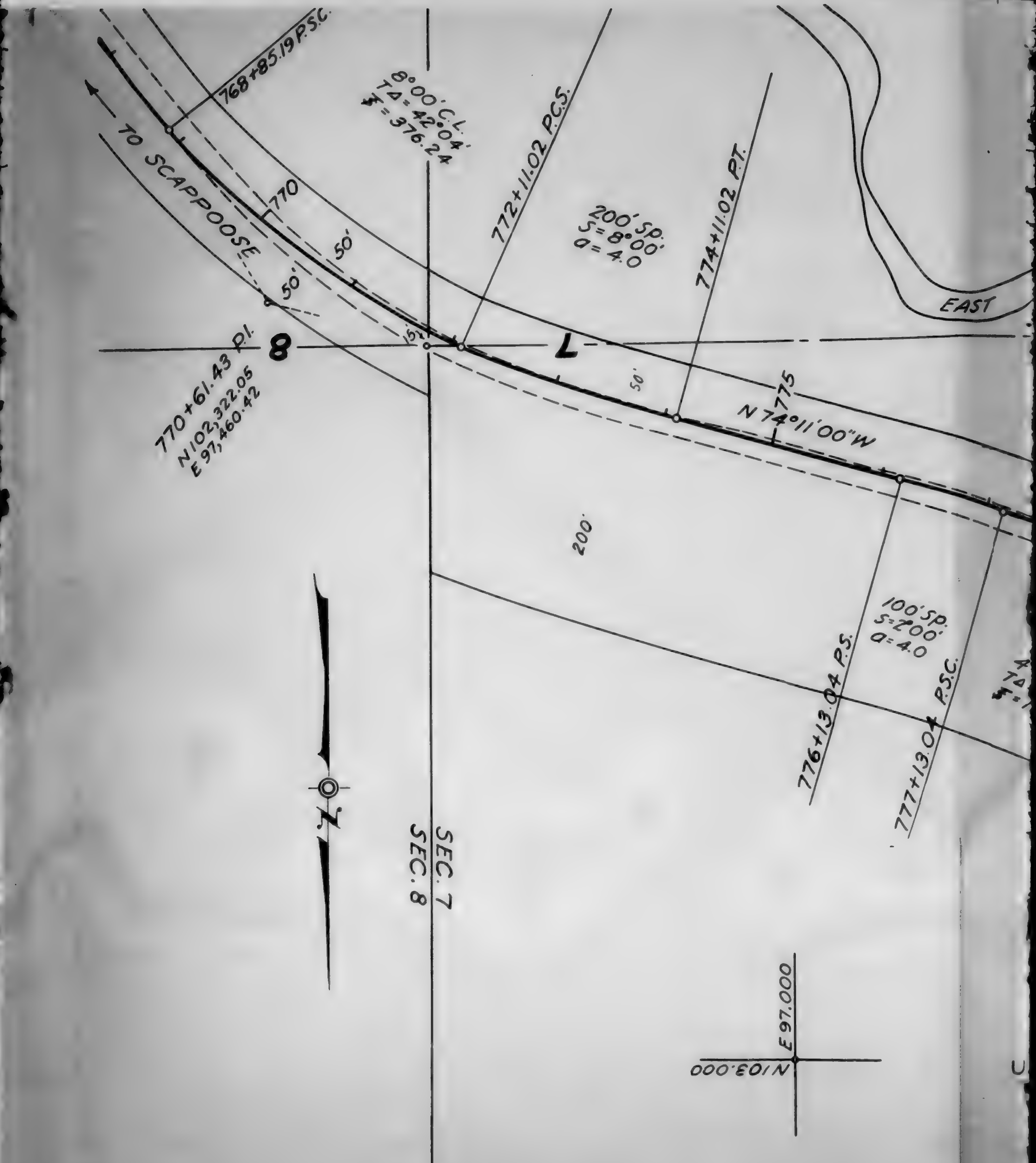
OREGON STATE HIGHWAY COMMISSION, Applicant
By ________________
W. C. Williams, Chief Engineer

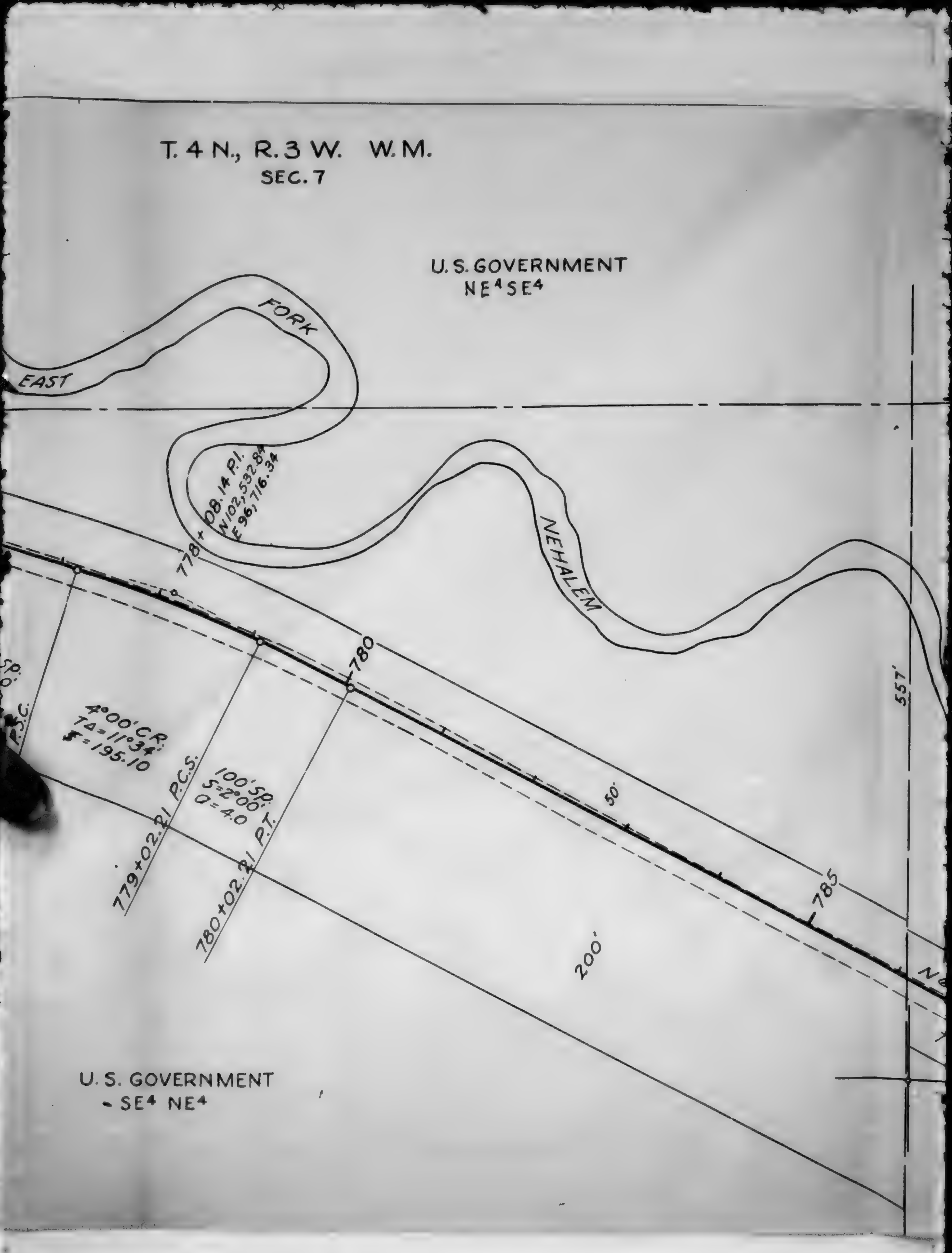
Sworn and subscribed to before me this 24th day of August, 1959.

Floyd A. Query
Notary Public for Oregon
My Commission expires: April 19, 1961

I, Floyd A. Query, do hereby certify that I am the secretary of the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant"; that W. C. Williams, who subscribed the foregoing affidavit, is the chief engineer for the applicant; that the 6.3-mile survey for the right of way of the Scappoose-Pittsburg County Road, a portion of which is represented on this map, was made on behalf of the County of Columbia; that such survey was approved by the County of Columbia as the approximate final location of the right of way from Scappoose to Pittsburg; and that the map has been prepared to be filed for the approval of the Department of the Interior, in order that the applicant may obtain the benefits of Section 317, Public Law 85-767 (72 Stat. 916), approved August 27, 1958.

OREGON STATE HIGHWAY COMMISSION, Applicant
By Floyd A. Query
Floyd A. Query, Secretary


768+85.19 P.S.C.
8°00' C.L.
TΔ=42°04'
T=376.24
772+11.02 P.C.S.
774+11.02 P.T.
200' Sp.
S=8°00'
a=4.0
EAST
TO SCAPPOOSE
770
50'
50'
50'
P.I.
8
7
770+61.43
N102,322.05
E97,460.42
775
N74°11'00"W
200'
100' Sp.
S=2°00'
a=4.0
776+13.04 P.S.
777+13.04 P.S.C.
SEC.7
SEC.8
E97,000
N103,000


T. 4 N., R. 3 W. W.M.
SEC. 7
U.S. GOVERNMENT
NE4 SE4
EAST
FORK
NEHALEM
778+08.14 P.I.
N 102,532.84
E 96,716.34
780
50'
785
557'
200'
SP.
P.S.C.
4°00' CR.
TΔ=11°34'
195.10
779+02.21 P.C.S.
100' SP.
S=2°00'
a=4.0
780+02.21 P.T.
U.S. GOVERNMENT
SE4 NE4

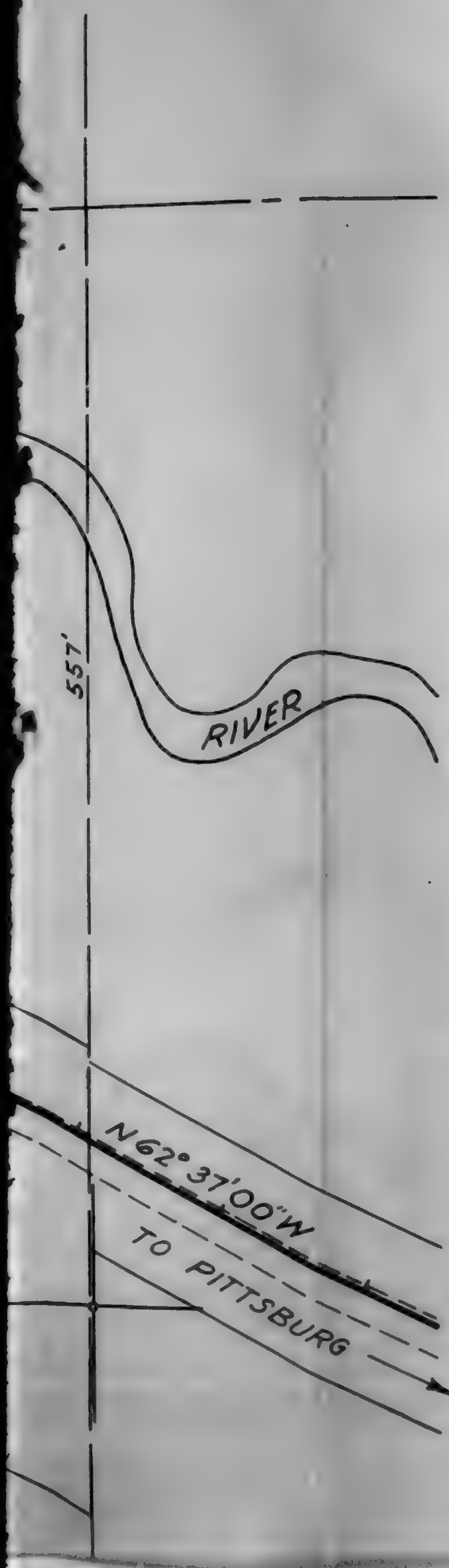
CERTIFICATE

I hereby certify that the following described lands are as of this date unpatented Federal Lands

T. 4 N., R. 3 W. W.M.- Sec. 7 - NE^4 SE^4, SE^4 NE^4

Signed at Portland, Oregon this ____________ day
of ______________ 1959

____
Manager



File No. 30413

OREGON STATE HIGHWAY DEPARTMENT
Filing Map For

RIGHT OF WAY

From

U.S. GOVERNMENT
NORTH UNIT
PITTSBURG - SPITZENBERG SECT

SCAPPOOSE - PITTSBURG ROAD
COLUMBIA COUNTY

Scale: 1" = 100'

~~Aug, 1959~~
Rev. Aug., 1960

DRG. NO. 10C-37-1

CERTIFICATE

I hereby certify that the following described lands are as of this date unpatented Federal Lands

T. 4 N., R. 3 W. W.M.-Sec. 7 - NE^4 SE^4, SE^4 NE^4

Signed at Portland, Oregon this ____________ day of ______________ 1959

____
Manager

VER
00"W
SBURG

File No. 30413

OREGON STATE HIGHWAY DEPARTMENT

Filing Map For

RIGHT OF WAY

From

U.S. GOVERNMENT
NORTH UNIT
PITTSBURG - SPITZENBERG SECTION

SCAPPOOSE - PITTSBURG ROAD
COLUMBIA COUNTY

Scale: 1" = 100'

~~Aug, 1959~~
Rev. Aug. 1960

DRG. NO. 10C-37-1

RECEIVED
APR [illegible] 1960
FOR FILING
S-77(9)
5628

A

April 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 11, 1960, on Contract No. 5628, North Unit, Pittsburg-Spitzenberg Section, in Columbia County, in connection with Federal Aid Project No. S-77(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
APR 12 1960
FOR FILING
[illegible]
5628

A

April 12, 1960

Mr. C. C. Meisel
P. O. Box 206
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5628, awarded March 28, 1960, for grading-stone base on the North Unit of the Pittsburg-Spitzenberg Section of the Pittsburg-Scappoose Road in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

NOTED
W. R. [illegible]

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED
Harold C. Ayers

April 8, 1960

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Final costs are now available for the North Fork-Scappoose Creek Bridges, Contract #5497, on FAS 609. As shown in the attached cost statement, a refund of $1,125.37 is due the county in connection with this project.

As per your previous request, this refund is being retained as part of the advance deposit required in connection with the Pittsburg-Spitzenburg Section of FAS 609., Contract 5628

For your information, the deposit on hand is as follows:

$29,700.00	Cash		
1,655.45	Refund due,		Oak Ranch Creek Section, FAS 567
813.02	"	"	Coon & Pebble Creek Bridges, FAS 854
141.17	"	"	Milton Creek (St. Helens) Bridge, FAS 816
1,125.37	"	"	North Fork Scappoose Creek Bridge, FAS 609
$33,435.01	Total Deposit on Hand		

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER 64436

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4/8/60	ee 593	

CREDIT DISTRIBUTION 505-1046-297

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

Columbia County
St. Helens
Oregon
Attn: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$33,435.01
Pittsburg-Spitzenburg Section, FAS 609. Partial transfer county's share of total cost as per agreement dated March, 1960			27,435.01
To be retained			$ 6,000.00

NOTED
C. G. SWENSON

RECEIVED
APR - 1960

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

REQUEST

A-150 (REVISED 12-59)

NOTED
V. R. JONES

Salem, Oregon
March 28, 1960

Advance Deposit
FAS Project
Columbia County

Mr. C. H. Maison
OFFICE

NOTED
Harold C. Ayers
Cor

Attention: Mr. John Herr

Attached is Columbia County Warrant No. 4123 in the amount of $29,700 which represents the county's share in the estimated total cost of constructing the Pittsburg-Spitzenburg Section of FAS 609 in Columbia County.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

Cont No. 5628
Clow Micael

LOUIS J. WASSER, COMMISSIONER
GOBLE

Bill J. Horn
~~DANE S. BRADY~~, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

March 25, 1960.

Oregon State Highway Department,
County and City Relations,
Salem, Oregon.

Att: Verne R. Jones, Field Engr.

Dear Mr. Jones:

In response to your letter of March 2, 1960, please find enclosed herewith Columbia County Warrant in the sum of $29,700.00, representing cash deposit required for the construction of the North unit Pittsburg-Spitzenberg Section of FAS 609.

Also you will find enclosed two signed copies of right of way certificate. We have options on all necessary tracts to be acquired with the exception of one that involves approximately 1/10th of an acre and we have instituted condemnation proceedings against that tract this date.

Yours very truly,

John W. Whipple

John W. Whipple
County Judge

Enc.
JWW:n

RECEIVED
MAR 2 [illegible]
[illegible]

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Federal Aid Project No. S-77(9)

Name of Project North Unit,
Pittsburg-Spitzenburg Section, FAS 609

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights of way or rights of entry for the above-referred to Federal Aid Project have been secured.

Dated at St. Helens, Oregon, this 25th day of March, 1960.

Columbia County Court

John W. Whipple
Judge

Commissioner

Louis J. Massey
Commissioner

RECEIVED
APR 15 1960
FOR FILING
2-77(9)
5621

A

March 28, 1960

C. C. Meisel
Box 206
McMinnville, Oregon

Dear Mr. Meisel:

The State Highway Commission on March 10, 1960 accepted your proposal for grading and base on the North Unit, Pittsburg-Spitzenberg Section of the Pittsburg-Scappoose Road in Columbia County for the sum of $146,360.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5628.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 28, 1960

C. C. Meisel
P. O. Box 206
McMinnville, Oregon

Contract for grading and base on the North Unit, Pittsburg-Spitzenberg Section of Pittsburg-Scappoose Road, Columbia County, for which you submitted low bid on March 1, 1960 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
APR 12 1960
FOR FILING

[illegible]

5628

Salem, Oregon
March 16, 1960

MISC. CONTRACTS and
AGREEMENTS No. 2201

Agenda Item 4-e

FAS Project Agreement
FAS 609, Columbia County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with Columbia County covering the construction of a federal-aid secondary highway project on county road on the Pittsburg-Spitzenberg Section of FAS 609 in Columbia County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Columbia County.

Secretary

FH
Attach: 1

RECEIVED
MAR 17 1960
FOR FILING
S-77(9)

5628

March 16, 1960

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing for the records and files of Columbia County a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and Columbia County covering construction of a federal-aid secondary highway project on county road on the Spitzenberg-Pittsburg Section of FAS 609 in Columbia County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 10, 1960

NOTED
C. G. SWENSON

Mr. Luis J. Wasser
Columbia County Commissioner
205 Courthouse
St. Helens, Oregon

File No. 30400-Option
Pittsburg-Spitsenberg Sec.
Scappoose-Pittsburg Hwy.

NOTED

COPY

NOTED
V. R [illegible]

Dear Mr. Wasser:

Pursuant to a request of R. Prange, we are forwarding you 1 option form in quadruplet covering right of way to be acquired in connection with the North Unit, Pittsburg-Spitsenberg Section of the Scappoose-Pittsberg Highway in Columbia County.

If we can be of further assistance please feel free to call upon us.

File No.	Name	Area	
30400	Crown Zellerbach Corp.	0.25 Acre	P 1
		0.23 "	P 2
		10.00 "	P 3
		0.4 "	P 4
		0.16 "	P 5
		0.29 "	P 6

Very truly yours,

EARL F. SALING
Right of Way Office Manager

AC:jm
encl. 1 Option

cc: C. G. Swenson
W. T. Wright

RECEIVED
MAR 11 1960
COUNTY

RECEIVED
MAR 3 1960
FOR FILING

S-77(1)

5628

March 2, 1960

Oregon State Highway Commission

Gentlemen:

There will be before you at the next Commission meeting a project agreement between the State and Columbia County covering the construction of a federal-aid secondary highway project on county road on the Pittsburg-Spitzenburg Section of Federal Aid Secondary 609 in Columbia County.

Your approval of the agreement is recommended.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson
Mr. H. L. Porter
Mr. C. G. Swenson
Mr. C. H. Maison

GGF:gm ae

NOTED
C. G. SWENSON

NOTED
V. R. JONES

Salem, Oregon
March 2, 1960

Mr. R. L. Porter
OFFICE

Federal Participation
County FAS Projects
March 1, 1960 Letting

Attention: Mr. R. N. Chase

NOTED
Harold C. Ayers

As per agreement between the State and County, full federal participation should be collected on the following county FAS project:

County	Section	Project	Amount
Columbia	N. Unit, Pittsburg-Spitzenburg	S-77(9)	$175,000

Verne R. Jones
Field Engr., County & City Relations

VRJ:mm

NOTED
V R JONES

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

March 2, 1960

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

On March 1, the Highway Commission received a satisfactory bid from C. C. Meisel of McMinnville for constructing the North Unit, Pittsburg-Spitzenburg Section of FAS 609. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid Items	$148,360.00
Flagging, Signing, & Reset Mail Boxes	450.00
12½% Engineering & Contingencies	18,601.25
Estimated Total Cost	$167,411.25
Advance Deposit of 20%	$ 33,482.25
Less Refunds Due County	3,734.64
Cash Deposit Required...	$ 29,747.61 or say $29,700

Please make this deposit by means of a check or warrant in the amount of $29,700 payable to the Oregon State Highway Commission, forwarding same to this office. If this deposit, plus the right-of-way certificate covering this project, are forwarded so as to arrive in this office prior to March 9, a contract will be awarded at the regular Highway Commission meeting March 10 and 11.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R. Jones
Field Engr., County & City Relations

VRJ:mm

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1960

SUBJECT: FAS Project Agreement
FAS 609, Columbia County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Pittsburg-Spitzenburg Section of FAS 609 in Columbia County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 3/5/59.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

NOTED
V R JONES

NOTED
C G. SWENSON

February 8, 1960

NOTED
Harold C. Ayers

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the North Unit, Pittsburg-Spitzenburg Section of FAS 609 upon which bids will be received March 1.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to awarding of a contract. The estimated total cost of this project, including engineering and contingencies, is $173,200; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than February 26.

Also enclosed are three copies of a right-of-way certificate. When all right-of-way or rights of entry have been obtained, please sign and return two copies of this certificate.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
JOHN D. GRAHAM

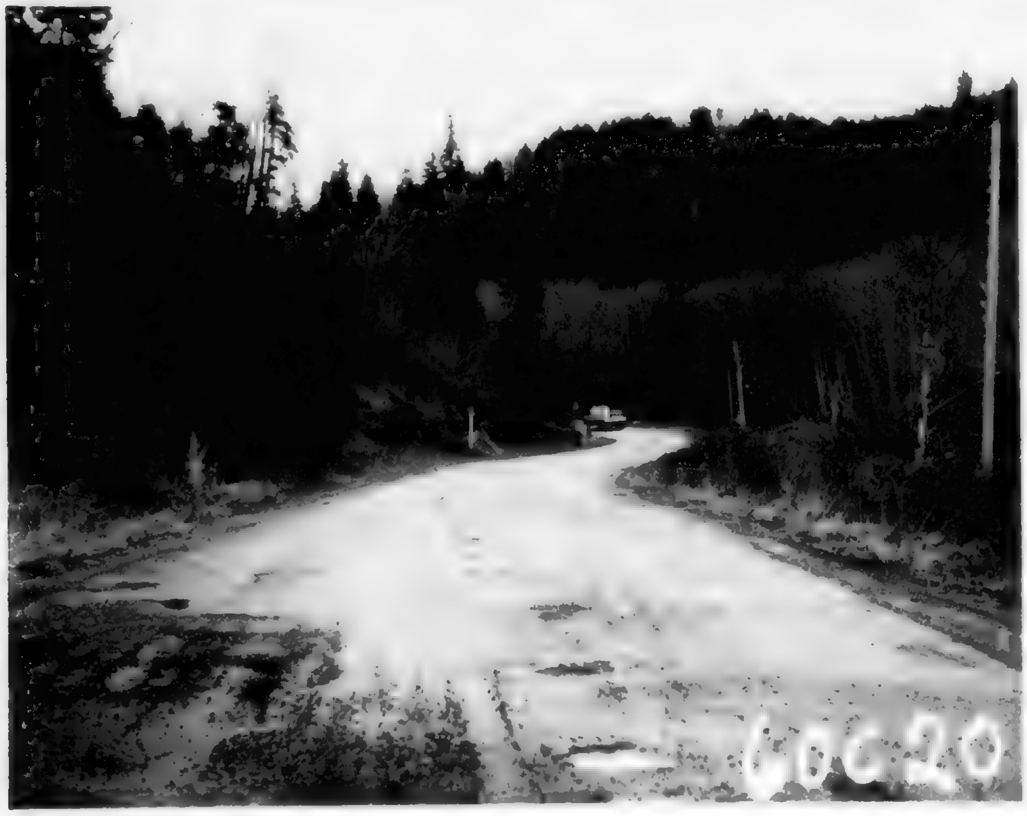
[illegible]

FAS [illegible] County Columbia Contract No.

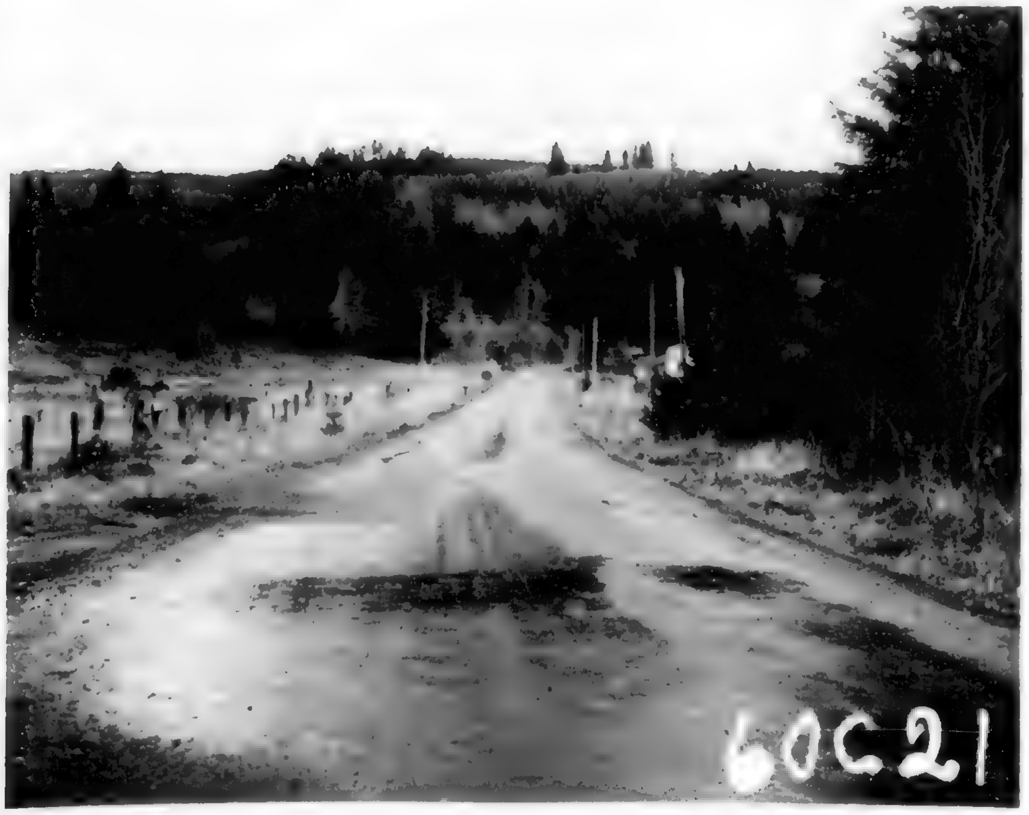
Section

Location [illegible] [illegible]

[illegible]



60C20



60C21

NOTED
C. G. SWENSON

January 13, 1960

Hon. John W. Whipple
Columbia County Judge
Courthouse
St. Helens, Oregon

NOTED
Harold C. Ayers

Dear Judge Whipple:

As per our telephone conversation this date, I am forwarding under separate cover four prints of the right-of-way map for the Pittsburg-Spitzenburg section of FAS 609. These right-of-way maps have been revised to show the location of the proposed logging road at such points as it would occupy a common right-of-way with the county road.

Also being forwarded are two plan sheets showing this same information plus a typical section of the county road in relation to the proposed logging road at such points as they will adjoin.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 8th, 1960

SUBJECT: Pittsburg-Spitzenberg Section
Pittsburg-Scappoose County Road
Prefix 505-1477

To:
Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: D. J. Barbee

Herewith two prints showing portions of the right of way map on the subject project on which we have located the old logging railroad roadbed in the vicinity of Stations 965 and 995. Mr. Cochell and I were out to see Mr. Hawkins, who is superintendent for the Crown-Zellerbach Timber Company at Vernonia. With what we were able to show him about the location of his roadbed with relation to our proposed work, and the relatively light work involved in slight changes in his alignment later, he assured us that he would approve construction as we had planned, provided he could put a reservation in the deed to the county, which would permit Crown-Zellerbach to construct across portions of the right of way at a future date.

No changes will be necessary in the plans for the proposed grading project, but both Columbia County and Crown-Zellerbach should be furnished with revised right of way maps showing the logging roadbed.

A V Benedict
A. V. BENEDICT
Assistant Division Engineer

AVB:w
Encl.
cc: Clarence Swenson-City & County Relations
James Cochell

NOTED
C. G. SWENSON

Salem, Oregon
December 4, 1959

N. Unit, Pittsburg-Spitzenburg Section
FAS 609, Columbia County

Mr. Tom Edwards
OFFICE

Attention: Mr. Vic Wolfe

NOTED
Harold C. Ayers

Mr. Dane Brady, Columbia County Commissioner, advised by telephone, this date, that in negotiating with Crown-Zellerbach Corporation for right-of-way for the subject-named project, it developed that there was a conflict in our location with the location of a private logging road the Corporation plans to build in the near future.

This conflict apparently is at two points -- between approximately stations 965 and 971 and 988 and 1000.

Mr. Brady suggested that we confer with Mr. Hawkins at the Crown-Zellerbach Corporation office near the Pittsburg junction and see if a satisfactory solution to the problem could be worked out.

In the event you wish to contact Mr. Brady, he lives at Vernonia and can be contacted at Vernonia telephone number HAzel 9-5948.

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Salem, Oregon
November 27, 1959

NOTED
Harold C. Ayers

Mr. R. L. Porter
OFFICE

North Unit, Pittsburg-Spitzenburg
FAS 609, Columbia County

Attention: V. G. O'Neil

NOTED
V. R. [illegible]

NOTED
[illegible]

On Wednesday, November 25, the Columbia County Court advised that the portion of the subject named project from the Pittsburg-St. Helens County Road near Pittsburg junction to the southerly end (Spitzenburg) of the project can be closed to through traffic during construction; however, mail and school bus traffic and service to abutting property must be maintained. The County Court should have at least one week advance notice prior to closing the section of road to through traffic.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
JOHN D. GRAHAM

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

Harold C. Ayers

RECEIVED
NOV 25 1959

November 25, 1959

Mr. Russell E. Getty
State Supervisor
Bureau of Land Management
809 N. E. Sixth Avenue
Portland 12, Oregon

Re: Oregon 09885

NOTED
C. G. SWENSON

Dear Mr. Getty:

We are advised today of the Bureau of Public Road approval of the reduction in right of way to 50 feet on the south side of the Scappoose-Pittsburg County Road in the NE¼SE¼ and SE¼NE¼, Section 7, T. 4 N., R. 3 W., W.M., Columbia County.

This reduction would permit the leasing of this area, a portion of which lies along the east fork of the Nehalem River, for recreational purposes. We are of the opinion that this site may not be too interesting from a state park standpoint at this time, and would probably be more suited for a county park type of development. We will make further studies, and if it is determined to be more of local interest, we will contact Columbia County and bring it to their attention.

Very truly yours,

CHA

C. H. Armstrong
State Parks Superintendent

RCD:gs

cc A. E. Johnson, Ast. Div. I Eng.
National Parks Service
✓County-City Relations Engineer
Bureau of Public Roads

NOTED
JOHN D. GRAHAM

FORM E-[illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED

NOTED
C. G. SWENSON

RECEIVED
NOV [illegible] 1959

November 5, 1959

IN REPLY PLEASE REFER TO
File 30413, Oregon 09885-Right ofWay
Pittsburg-Spitzenburg Section
Scappoose-Pittsburg County Road

State Office
Bureau of Land Management
809 N. E. Sixth Avenue
Portland 12, Oregon

Attention: Russell E. Getty, State Supervisor

Dear Mr. Getty:

Thank you for your letter of October 29, 1959, in regard to the State's application of August 25, 1959, for right of way of the Scappoose-Pittsburg County Road, Columbia County. You suggested that the right of way be reduced from 200 feet to 50 feet on the south side of the center line, and that the area south of the highway right of way be considered for recreational purposes.

COPY

After due consideration, the State Highway Department's design division and the construction department have determined that the proposed 50-foot width on the south side would be sufficient to contain the cut and fill slopes. The County-City Relations Engineer reports that Columbia County Road Department has no objection to this reduction.

With a copy of this letter, we are asking the Bureau of Public Roads to review your request and give you their decision. If the Bureau gives consent to this reduction, will you please advise this office whether or not you will need revised maps, showing 200 feet on the north side of the center line and 50 feet on the south side.

We note that a copy of your October 29 letter was forwarded to C. H. Armstrong, State Parks Superintendent. Our Parks Department is investigating the recreational potentials of this area. Someone will advise you later.

Very truly yours,

G. E. ROHDE
Assistant Counsel

EFS
WO:ls
cc: Bureau of Public Roads
with copy of BLM letter of 10-29-59
cc: County-City Relations Engineer
cc: C. H. Armstrong
cc: A. E. Johnson, Acting Divn. I Engr.

Extra copy attached,
if you wish to forward
it to Columbia County.

NOTED

NOTED
Harold C. Ayers

Salem, Oregon
November 2, 1959

Mr. E. F. Saling
OFFICE

Pittsburg-Spitzenburg Section
FAS 609, Columbia County

NOTED
V. R. JONES

NOTED

I have checked with the design division and Mr. Barbee, Assistant Construction Engineer, relative to reducing the right-of-way width on the south side of the subject named county FAS project through federal lands from 200' to 50'. The cross-sections show that a 50' width on the south side would be sufficient to contain the cut and fill slopes and there would be no objection to reducing the width applied for as per the B.L.M. letter of October 29.

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:mm

cc: Tom Edwards

FORM 230-x—12½M—8-59—08209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1959

SUBJECT: File 30413, Oregon 09885
Pittsburg-Spitzenburg Section
Scappoose-Pittsburg County Road
U. S. A. (BLM)

To:

Mr. Clarence Swenson
County-City Relations Engineer
State Highway Building
Salem, Oregon

On August 25, 1959, the State Highway Department made application to the Bureau of Land Management, on behalf of the County of Columbia, for right of way of the Pittsburg-Spitzenburg Section of the Scappoose-Pittsburg County Road. As required by the Bureau of Public Roads, the right of way applied for was 200 feet on each side of the center line.

Please see the attached copy of an October 29 letter from the Land Office, requesting that the right of way be limited to 50 feet on the south side of the center line.

May we please have the State Highway Engineering Department's approval on the proposed reduction; also the approval of Columbia County Road Department. If this reduction is approved by the State and the County, we will attempt to secure the approval of the Bureau of Public Roads.

OK to [illegible]
by J. Bord.12
11/2/59
[illegible]

EARL F. SALING
Right of Way Office Manager

EFS
wo:ls
Encl. 2 copies BLM letter
& extra copy this letter

cc: A. E. Johnson, Acting Divn. Engr.

IN REPLY REFER TO:
100.7:L-11560
Oregon 09885

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
State Office
809 N. E. Sixth Avenue
Portland 12, Oregon

OCT 29 1959

State Highway Department
State of Oregon
Salem, Oregon

Re: Right-of-way application 09885
File 30413 - Right-of-way
Pittsburg-Spitzenburg Section
Scappoose-Pittsburg County Road

Gentlemen:

By your letter of August 25, you filed an application in the Land Office along with tracing and maps requesting allowance of a right-of-way through and across NE¼SE¼ and SE¼NE¼, sec. 7, T. 4 N., R. 3 W., W.M.

An examination of the lands involved in the right-of-way request shows that the right-of-way is along and adjacent to the East Fork of the Nehalem River. In fact, a portion of the stream channel is included within the right-of-way limits.

Our examination of the land adjacent to the stream, some of which is within and some outside the 200-foot right-of-way limit on the south side of the road, indicates that it has a high recreation potential, and we believe some consideration should be given to developing a State or County Park in this particular locality.

The locality is approximately 41 miles from Portland, 23 miles from St. Helens, 16 miles from Scappoose, and only 7 miles from Vernonia, Oregon. There are approximately 25 acres that we believe would make an excellent public park or picnic ground. Access to the land could be from the highway very conveniently without too much work or expenditure.

The stream foliage is of the proper density, composed of vine maple, alder, willow, and some scattered conifers. The hillside foliage is an excellent stand of conifer reproduction.

[illegible]

REFERRED
TO [illegible]
FOR EARL E. SALING

RECEIVED
OCT 30 1959
LEGAL DEPT.

RECEIVED
OCT 30 1959
OREGON
STATE HIGHWAY COMMISSION

The river is perennial and varies in width from approximately 10 to 30 feet. It has a shallow depth, estimated to be as much as 3 feet in places. In this area the stream is quiet and meanders through the subject land, which is somewhat similar to mountain meadowland.

We believe that it would be well worth your consideration to limit your right-of-way request on the south side of the road center line to 50 feet if practicable, and that the State Parks Division should consider the practicability of leasing the area immediately south of the highway right-of-way in the SE¼NE¼ and the N½NE¼SE¼, sec. 7, under the Recreation and Public Purposes Act, as amended June 23, 1959 (73 Stat. 110), which extended the Recreation Act to include O&C lands.

Sincerely yours,

State Supervisor

50' is sufficient

cc:C.H. Armstrong

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
10/7/59

NOTED
John F. [illegible]

FAS 609, COLUMBIA COUNTY

TERMINI: From FAS 601 southerly 3.252 miles.
(North Unit, Pittsburg-Spitzenberg Section)

PROPOSED WORK: Grade, drain, and construct 2-lane low type surface.

PROJECT LENGTH: 3.252 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION:	$185,000	$111,000	$37,000	$37,000	(Co.)

EXISTING FACILITY

ROADWAY: 18' to 20' wide oil mat wearing surface with 2' to 4' shoulders in poor condition. Some substandard grade and alignment.

STRUCTURES: East Fork Nehalem River Bridge - R.C.D.G. 75' long, H.C. 26', H-20 loading. To remain in place.

ADJACENT SECTIONS

NORTH END: Junction FAS 601.

SOUTH END: 18' wide oil mat wearing surface with 2' shoulders. County plans to reconstruct through 22' bituminous surface with 3' shoulders as funds become available.

PROJECT DATA: Grade and drain to an improved grade and alignment and construct bottom course base. County will place leveling course and construct 22' wide bituminous wearing surface with 3' shoulders without federal cooperation.

ROW WIDTH	60' minimum.
MINIMUM DESIGN STANDARDS:	No exceptions.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATION:	None.

Route data for FAS 609 submitted under previous projects.

JFH:mm

NOTED
C. G. SWENSON

NOTED
V. R. JONES

September 11, 1959

NOTED
Harold C. Ayers

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of a preconstruction permit and a copy of a letter from the land office covering right-of-way through public domain lands on the Scappoose-Spitzenberg Road, FAS 609. This property is between approximately stations 772 and 786 and is not within the limits of the presently planned FAS project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

FORM E-30 25M 9-51 88219

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Right of Way Department
Salem, Oregon

September 9, 1959

SEP 1959

SUBJECT: File 30413, Oregon 09885
Pittsburg-Spitzenburg Section
Scappoose-Pittsburg Highway
Right of Way

To: Mr. Clarence Swenson
County & City Relations Engineer
State Highway Building
Salem, Oregon

RECEIVED
SEP 10 1959

Enclosed is a copy of a September 4, 1959 letter from the Land Office, and three copies of a Preconstruction Permit, also dated September 4, 1959. This permit gives the County's contractor authority to enter the public domain on the Pittsburg-Spitzenburg Section of the Scappoose-Pittsburg County Road. Will you please forward two copies of this permit to County of Columbia?

Please note Stipulation 5:

"The permittee shall leave the quarter section corner, between sections 7 and 8, properly referenced, upon completion of operations."

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

WO:ls
Enc. 1 copy Land Office letter,
3 copies Permit
cc: Div. Eng. Skelton with 1 copy Permit

RECEIVED
SEP 1 1959

SEP 1959
COUNTY

PLO:C
Oregon 09885
17.0 R/W

Land Office
809 N. E. 6th Avenue
Portland 12, Oregon

SEP 4 1959

Oregon State Highway Department
Salem
Oregon

Re: File 30413 - Right of Way
Pittsburg-Spitzenburg Section
Scappoose-Pittsburg County Road

Dear Sir:

Your application for the above mentioned highway right of way was received August 27, 1959 and assigned serial number Oregon 09885. The land applied for, as shown on the map accompanying the application, is unpatented public domain land. One certified copy of the map accompanying the application is returned herewith.

In view of your letter of August 25, 1959 requesting that a preconstruction permit be issued, the case was marked for special processing and appropriate action taken to obtain necessary clearance from the interested Government agencies.

We are pleased to enclose decision granting prelicense authority to commence construction, subject to the conditions therein enumerated.

Very truly yours,

M. M. Goods

Chief, Lands and Minerals
Adjudication Unit

Encl: Map, decision

Form No. A1-121
October 1958

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
809 N. E. 6th Avenue
Portland 12, Oregon

FLO:C
Oregon [illegible]
17.0 R/W

SEP 4 1959

DECISION

Applicant:

Oregon State Highway Department
Salem
Oregon

Highway Right of Way
Right of Way Application
Oregon 09885

Pre-license Authority to Construct Right of Way Granted

The captioned application for a right of way and pre-construction permit was filed on August 27, 1959 under the Act of August 27, 1958 (72 Stat. 916), Sec. 317, Public Law 85-767 across Federal land described as follows:

T. 4 N., R. 3 W., W.M., Oregon
Sec. 7: NE¼SE¼, SE¼NE¼

The records of the Land Office, and preliminary reports disclose no objection to the granting of the advance permission sought.

Accordingly, pursuant to the above mentioned Act and the regulations thereunder (43 CFR 244), permission is hereby granted to the applicant to commence construction across Federal land as described above and as shown on the map(s) submitted by the applicant. This permission is granted subject to valid existing rights, to the reservation for canals and ditches constructed under the authority of the United States, to the terms and conditions outlined in 244.8, 244.9 and 244.54 through 244.56 of the right of way regulations as amended, contained in attached circular.

The permission granted herein is further subject to the express conditions that:

(1) The right of way will be constructed at the sole risk of the applicant.

(2) No merchantable timber will be cut in the construction of the right of way without prior approval of the District Manager and payment therefor by the applicant.

(3) Additional or different requirements may be imposed as conditions precedent to approval of right of way.

(4) The applicant must contact the District Manager prior to commencement of construction.

(5) The permittee shall leave the quarter section corner, between sections 7 and 8, properly referenced, upon completion of operations.

M. M. Gorecki
Chief, Lands and Minerals

SEP 4 1959

DECISION

Applicant:

Oregon State Highway Department
Salem
Oregon

Highway Right of Way
Right of Way Application
Oregon 09885

Pre-license Authority to Construct Right of Way Granted

The captioned application for a right of way and pre-construction permit was filed on August 27, 1959 **under the Act of** August 27, 1958 (72 Stat. 916), Sec. 317, Public Law 85-767 **across Federal land described as follows:**

T. 4 N., R. 3 W., W.M., Oregon
Sec. 7: NE¼SE¼, SE¼NE¼

The records of the Land Office, and preliminary reports disclose no objection to the granting of the advance permission sought.

Accordingly, pursuant to the above mentioned Act and the regulations thereunder (43 CFR 244), permission is hereby granted to the applicant to commence construction across Federal land as described above and as shown on the map(s) submitted by the applicant. This permission is granted subject to valid existing rights, to the reservation for canals and ditches constructed under the authority of the United States, to the terms and conditions outlined in 244.8, 244.9 and 244.54 through 244.56 of the right of way regulations as amended, contained in attached circular.

The permission granted herein is further subject to the express conditions that:

(1) **The right of way will be constructed at the sole risk of the applicant.**

(2) **No merchantable timber will be cut in the construction of the right of way without prior approval of the District Manager and payment therefor by the applicant.**

(3) **Additional or different requirements may be imposed as conditions precedent to approval of right of way.**

(4) **The applicant must contact the District Manager prior to commencement of construction.**

(5) The permittee shall leave the quarter section corner, between sections 7 and 8, properly referenced, upon completion of operations.

M. M. Gorecki
~~Manager~~ Chief, Lands and Minerals
Adjudication Unit

Attach:Circ. 1915, 2004

cc:DM Salem
cc: Bureau of Public Roads (3)

FORM [illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
Harold C. Ayers

NOTED
V. R. JONES

RECEIVED
AUG 2[illegible] 1959

August 25, 1959

File 30413 - Right of Way
Pittsburg-Spitzenburg Section
Scappoose-Pittsburg County Road

Land Office
Bureau of Land Management
U. S. Dept. of the Interior
809 N. E. Sixth Avenue
Portland 12, Oregon

[illegible]
[illegible] GRAHAM

Attention: Virgil O. Seiser, Manager

Gentlemen:

Enclosed you will find one tracing and five prints thereof, showing the right of way desired by the State of Oregon, by and through its State Highway Commission, in

T. 4 N., R. 3 W., W. M., Columbia County,
Section 7, NE¼SE¼ and SE¼NE¼,

for the widening and relocating of the Pittsburg-Spitzenburg Section of the Scappoose-Pittsburg County Road, Oregon Federal Aid Route 609, Project FAS-77. There are also enclosed three copies of a stipulation regarding non-discrimination.

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under Section 317, Public Law 85-767 (72 Stat. 916), approved August 27, 1958. In accordance with the regulations under Title 43, the State of Oregon is making this application on behalf of the County of Columbia.

This application is made with the understanding that no merchantable timber will be cut in the construction of the right of way without prior approval of the District Manager, and payment therefor by the County of Columbia. Inasmuch as this contract is scheduled for an early letting, we are requesting that a Preconstruction Permit be issued for the above-described right of way.

Very truly yours,

G. E. Rohde /s/
G. E. ROHDE
Assistant Counsel

EFS
wo:ls
Enc. 2 cc letter, 1 tracing,
5 prints, 3 copies stip.
cc: Bureau of Public Roads (2)
2 prints, 2 copies stip.
cc: County-City Relations Eng. (2)
2 prints
cc: Div. Eng. Skelton

NOTE: If there is timber to be removed from the right of way, please contact the District Manager of BLM as soon as the right of way is staked, so that a cruise can be ordered.

STATE OF OREGON)
) ss.
County of Marion)

I, W. C. Williams, being duly sworn, state that I am the chief engineer for the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant", that the 6.3-mile survey for the right of way of the Scappoose-Pittsburg County Road was made under my direction as chief engineer of the applicant, commencing on the 6th day of April, 1959, and ending on the 19th day of June, 1959, and that a portion of such survey is accurately represented on this map.

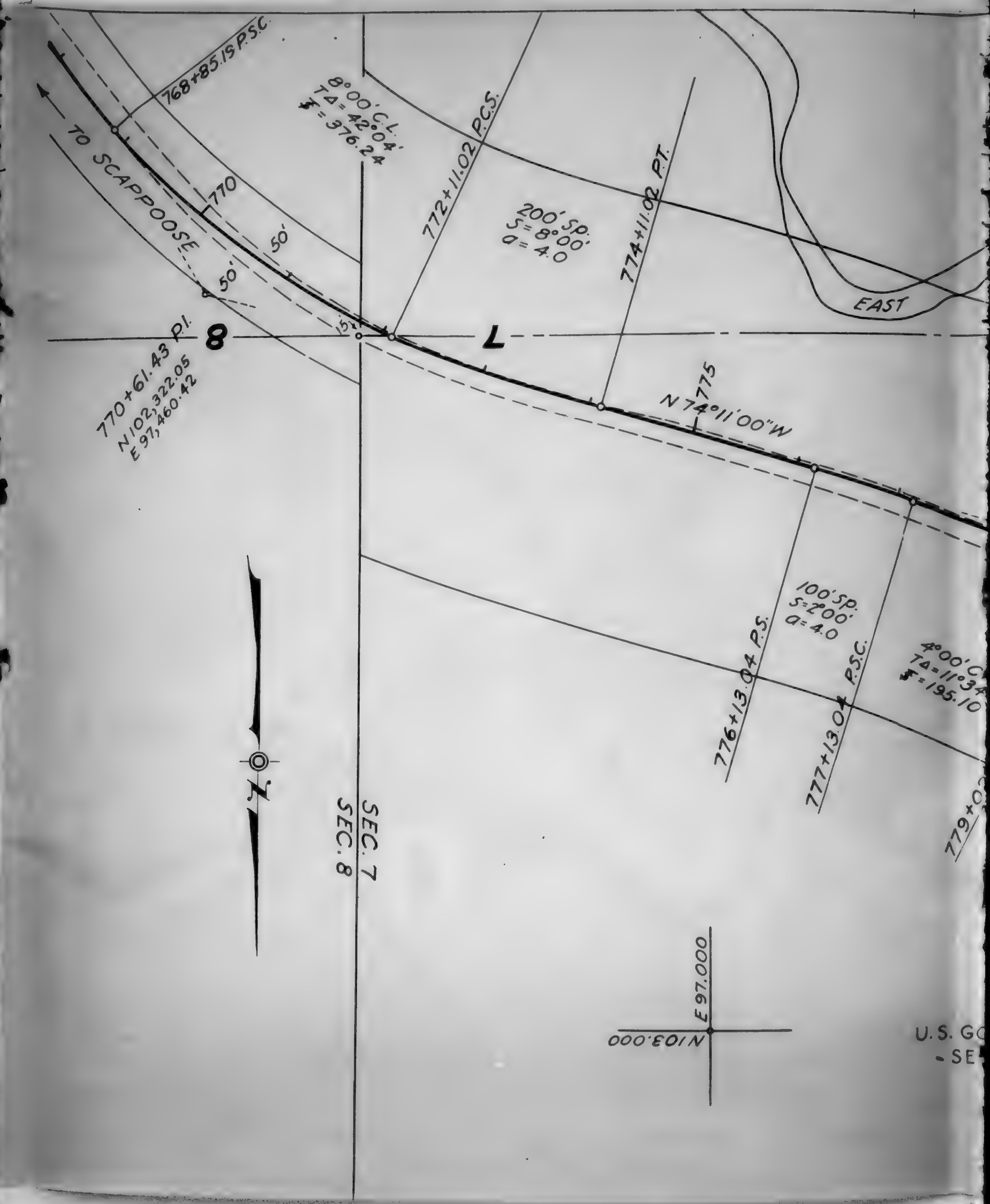
OREGON STATE HIGHWAY COMMISSION, Applicant
By
W. C. Williams, Chief Engineer

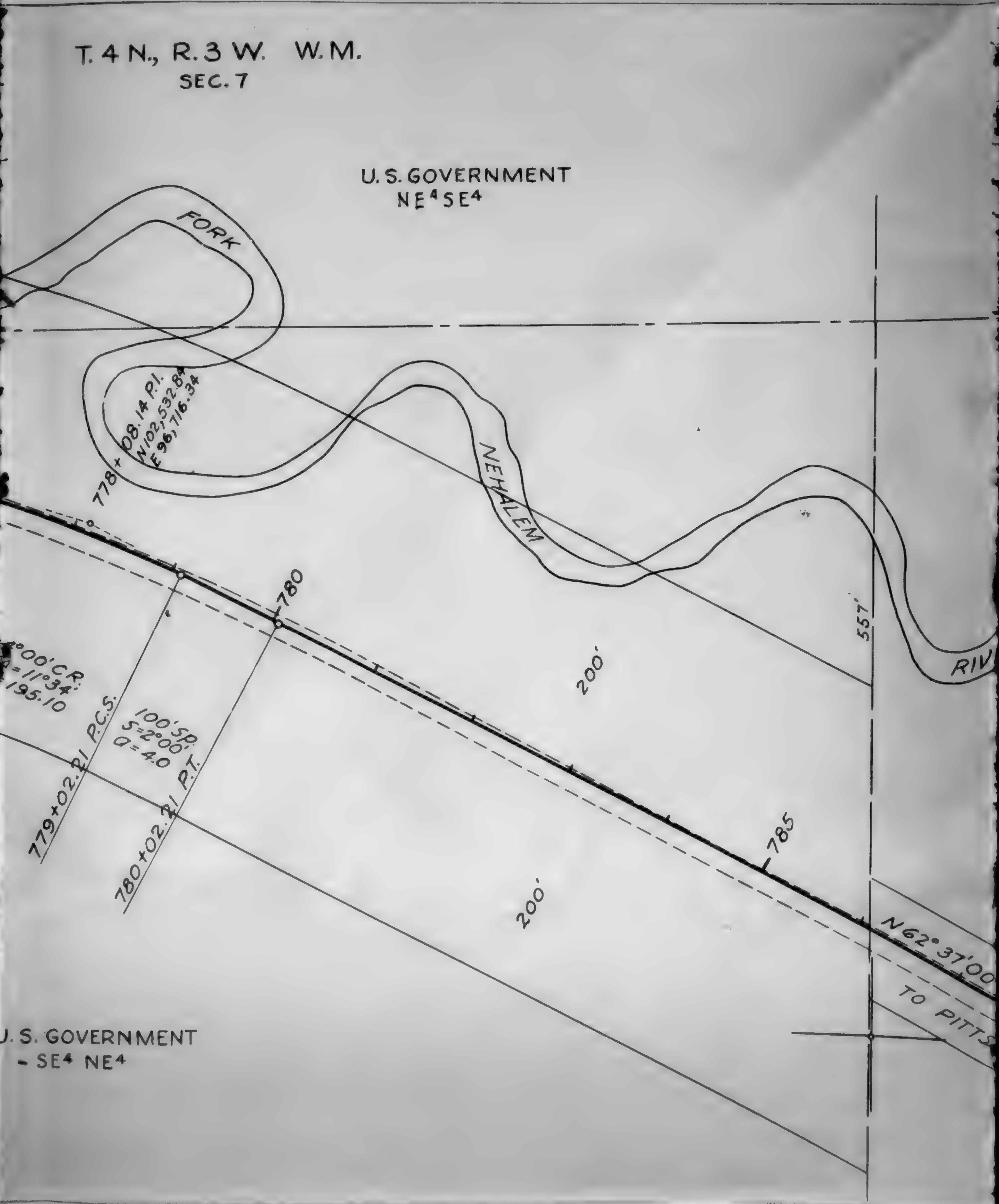
Sworn and subscribed to before me this 24th day of August, 1959.

Floyd A. Query
Notary Public for Oregon
My Commission expires: April 19, 1961

I, Floyd A. Query, do hereby certify that I am the secretary of the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant"; that W. C. Williams, who subscribed the foregoing affidavit, is the chief engineer for the applicant; that the 6.3-mile survey for the right of way of the Scappoose-Pittsburg County Road, a portion of which is represented on this map, was made on behalf of the County of Columbia; that such survey was approved by the County of Columbia as the approximate final location of the right of way from Scappoose to Pittsburg; and that the map has been prepared to be filed for the approval of the Department of the Interior, in order that the applicant may obtain the benefits of Section 317, Public Law 85-767 (72 Stat. 916), approved August 27, 1958.

OREGON STATE HIGHWAY COMMISSION, Applicant
By Floyd A. Query
Floyd A. Query, Secretary


768+85.15 P.S.C.
8°00' C.L.
TΔ=42°04'
T=376.24
772+11.02 P.C.S.
200' Sp.
S=8°00'
a=4.0
774+11.02 P.T.
EAST
TO SCAPPOOSE
770
50'
50'
15'
8
7
770+61.43 P.I.
N 102,322.05
E 97,460.42
775
N 74°11'00"W
100' Sp.
S=2°00'
a=4.0
776+13.04 P.S.
777+13.04 P.S.C.
4°00' C
TΔ=11°34
T=195.10
779+0
SEC. 7
SEC. 8
E97,000
N103,000
U.S. GO
-SE


T. 4 N., R. 3 W. W.M.
SEC. 7
U.S. GOVERNMENT
NE4 SE4
FORK
NEHALEM
RIV
778+08.14 P.I.
N102,532.84
E96,716.34
780
785
°00'C.R.
=11°34'
195.10
779+02.21 P.C.S.
100' SP.
S=2°00'
a=4.0
780+02.21 P.T.
200'
200'
557'
N62°37'00
TO PITTS
U.S. GOVERNMENT
SE4 NE4

RIVER
37'00"W
PITTSBURG

CERTIFICATE

I hereby certify that the following described lands are as of this date unpatented Federal Lands

T. 4 N., R. 3 W. W.M.-Sec. 7 - NE^4 SE^4; SE^4 NE^4

Signed at Portland, Oregon this ____________ day of _______________ 1959

____
Manager

File No. 30413

OREGON STATE HIGHWAY DEPARTMENT

Filing Map For

RIGHT OF WAY

From

U.S. GOVERNMENT

NORTH UNIT

PITTSBURG - SPITZENBERG SECTION

SCAPPOOSE - PITTSBURG ROAD
COLUMBIA COUNTY

Scale: 1" = 100'

Aug, 1959

DRG. NO. 10C-37-1

[illegible]

NOTED
C. G. SW[illegible]ON

NOTED
V. R. JONES

August 19, 1959

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Enclosed are eleven option forms in quadruplicate covering right-of-way required in connection with the Pittsburg-Spitzenberg Section of FAS 609. Also being forwarded under separate cover are five prints each of two right-of-way maps of this section of road.

The eleven option forms cover right-of-way for the entire section which was surveyed. If the county does not wish to negotiate right-of-way for the entire section at this time, it may omit the following File Numbers which cover right-of-way beyond the limits of the section which will be contracted under the North Unit, Pittsburg-Spitzenberg Section:

File No. 30400 Parcels 1 & 2 only
File No. 30401
File No. 30402
File No. 30403
File No. 30405

If you elect not to acquire the above parcels please return the option forms (excepting #30400 which includes Parcels 3,4,5,and 6 which are needed at this time) so that we may preserve them for use when and if the balance of the section is constructed.

When the county has completed negotiations for the right-of-way required for the North Unit, Pittsburg-Scappoose Section please advise this office by signing and forwarding two copies of the enclosed right-of-way certificate. We should also be advised of any agreements entered into which would affect our construction project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:eg
Encl.

FORM E 30 50M 11-58 15690

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1959

SUBJECT: OPTIONS
Pittsburg-Spitzenberg Section
Scappoose-Pittsburg County Road

To: Mr. C. G. Swenson
County & City Relations Engr.
OFFICE

Attached are 11 option forms in quadruplet for right of way to be acquired by Columbia County for the North Unit of the Pittsburg-Spitzenberg Section of the Scappoose-Pittsburg County Road.

We have delivered to you 5 prints of maps 8B-15-7 and 8B-15-8 covering this area and bearing our date of August 17, 1959.

File No.	Name	Area		
* 30400	Crown Zellerbach Corporation	0.25 Acre		Par 1 *
Parcel 1 & 2 not needed for this project		0.23 "		Par 2 *
		10.00 "	+-	Par 3
		0.4 "	+-	Par 4
		0.16 "		Par 5
		0.29 "		Par 6
*30401	Glen F. & Marie A. Hawkins	0.01 "		
* 30402	Fred W. Floeter	0.05 "		
*30403	Walter A. & Doris I. Floeter	0.05 "		
30404	Frank & Frances Floeter	6.0 "		Par 1
		0.05 "		Par 2
*30405	Robert E. & Eldrid G. Kennedy	0.25 "	+-	
30406	Harry & Dorothy Sandon	0.05 "		
30407	George F. & Rhoda Jane Woods	0.13 "		Par 1
		0.05 "		Par 2
30408	L. W. Bateman	0.01 "		
30409	Guy Iro & Nellie May Thomas	0.01 "		
30411	Harold George Vail	0.2 "	+-	

* These properties are not needed for the N. Unit, Pittsburg-Spitzenberg sec. which will be contracted. If the County does not wish to acquire the R/W for the entire section which was surveyed, these properties need not be obtained at the present time.

D.F.H.

Earl F Saling
EARL F. SALING
Right of Way Office Manager

AE:jm
encls. 11 Options

RECEIVED
AUG 19 1959

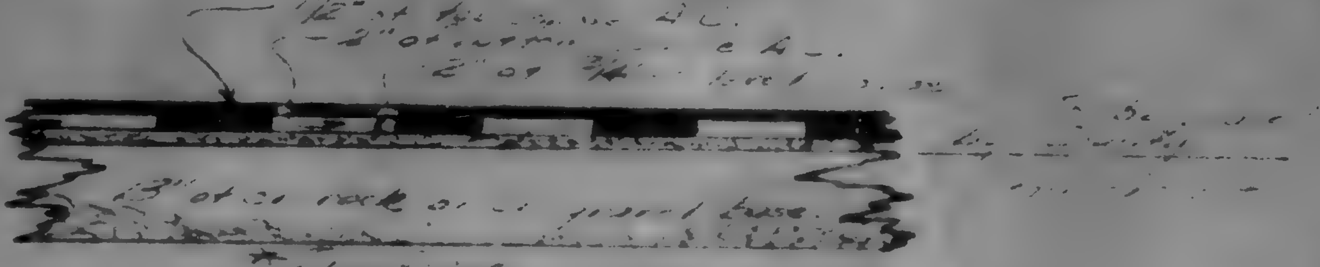
[illegible] STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
C. G. [illegible]

Section N. Unit Pittsburg - Spitzenberg Highway E.A.S. 621 County [illegible] Prefix [illegible]
Res. Engr. Mick Scofield Approx. Length of Project 3.25 Miles. Approx. Sta. 61+00 to Sta. [illegible] Date 2 [illegible]

TYPICAL SECTIONS Traffic Classif. - Heavy (Logging)

To be placed by County by State Project



(1) Typical Soil

55 [illegible]
[illegible]
[illegible]
[illegible]
32 [illegible]
35 [illegible]

*[illegible]
1½"-2" oil [illegible]
4-12" base [illegible]
No Credit

Note:
[illegible] 25% [illegible] the [illegible]
[illegible]
*No credit allowed [illegible] existing base [illegible]
existing base [illegible]
tests degraded into a clay. [illegible]
rutted & broken.

NOTED
V. R. JONES

Required Base & Dep.		Designed Base	Designed Dep.
		3½	[illegible]
		2	[illegible]
		13	G. Base
		18½	

8-13-59

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	[illegible]
Suitable [illegible] source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by G. L. Decker
[illegible] Assistant
[redacted]

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

WAGNER, COMMISSIONER
GOBLE

DANE S. BRADY, COMMISSIONER
VERNONIA

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE

ST. HELENS, OREGON

July 30, 1959.

NOTED

NOTED
V.R. JONES

NOTED
Harold C. Ayres

Mr. W. C. Williams,
State Highway Engineer,
State Highway Department,
Salem, Oregon.

Re: North Unit, Pittsburg-Spitzenburg
Section, FAS 609.

Dear Mr. Williams:

Replying to your letter of July 14, 1959, please be advised that after due consideration of the subject matter, our County Court is willing to go along with your thinking that a crushed rock base is preferable to the grid-rolled base on this project.

Thanking you for your discussion of this matter and trusting the project can be programmed without to much delay, I am

Yours very truly,

JWW:n

John W. Whipple
County Judge

RECEIVED
JUL 31 1959
COUNTY &

NOTED
C. G. SWENSON

Salem, Oregon
July 29, 1959

NOTED
Harold C. Ayers

N. Unit, Pittsburg-Spitzenburg Section
FAS [illegible], Columbia County

Mr. Tom [illegible]
[illegible]

NOTED
V. R. JONES

Judge Whipple of Columbia County advised this date that our recommended base design using crushed rock for the subject named project was acceptable to the county and we should proceed accordingly.

As per my letter of July [illegible], the limits of this project will be set on a dollar basis starting at the Pittsburg Junction and extending southerly as far as funds (approximately $[illegible]) will permit.

John F. Hagemann
Assistant County & City Relations Engineer

JFH [illegible]

cc: L. H. Young
V. G. O'Neil
Frank [illegible]
G. L. Decker
Vic [illegible]

FORM E-128-X 50M 6-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL
FOR FILING

S-77(9)

5628

July 14, 1959

Honorable John H. Whipple
County Judge of Columbia County
205 Courthouse
St. Helens, Oregon

Dear Judge Whipple:

Reference is made to your letter of July 3 regarding the surfacing design to be used on the North Unit, Pittsburg-Spitzenburg Section, FAS 609.

In your letter you commented on the fact that the original base design for this job was based on 12 inches of quarry-run rock, grid-rolled. This is true; however, your known desire in this matter influenced the design. A later review of this design occasioned some misgivings, and, in the light of the intended use of an open graded rock over a high-clay-content soil, these misgivings are well founded.

Your letter compares the surfacing product obtained by grid-rolled dice rock, with crushed rock. This comparison can be made only if you consider the crushed rock to be without the fine fractions. Experience has proven that the fines in a grid-rolled base are held in the top of the lift. Fines are necessary, when laying over soils with a high clay content with attendant high plasticity and liquid limit characteristics, to prevent the clay materials from intruding into the interstices of the coarse rock mass. This action is aggravated when an asphalt surface is placed on top. Failures generated by the above action are somewhat delayed, depending upon the volume of traffic. They often occur some five to seven years after construction.

In the foregoing, I have attempted to set forth our reasoning for preference of the crushed rock base although it serves to cut the length of the improvement. If, after consideration of the above facts, you still feel the grid-rolled base will give you the level of service you require, we will let a job on that basis with the reservation that the State will not be held responsible for the performance thereof.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

NOTED
G. S. PAXSON

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. C. G. Swenson

H. H. SHARRAH
ROADMASTER

PHONE 112

COLUMBIA COUNTY ROAD DEPARTMENT
1260 DEER ISLAND ROAD
ST. HELENS, OREGON

June 11, 1959

FAS 609

NOTED

NOTED

Mr. Clarence Swenson
County, City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

We have received a copy of Mr. Johnsen's, division geologist, report and recommendations on the Hawkins Quarry, Pittsburg-Spitzenberg North Unit - Prefix: 505-1477.

Mr. Johnsen states that $500.00 is needed to test drill the quarry to determine the vertical depth. Columbia County is willing to stand this cost as it would be quite a saving to the county if the tests prove the rock satisfactory.

If this quarry proves unsatisfactory, the county would be willing to sell to the successful bidder enough 3/4"-0 for levelling over the three or four miles that will be based on the contract. This 3/4"-0 would be $2.00 per yard f.o.b. Oak Ranch Creek Quarry. However, if the Hawkins Quarry proves satisfactory the county would negotiate with the rock crushing contractor for 15,000 yards of 3/4"-0 over what the contract calls for.

Mr. Rickett of the bridge department called on us Wednesday and would like additional data on the Rock Creek Bridge. I will mail this information to you Friday, June 12, 1959.

Very truly yours,
COLUMBIA COUNTY ROAD DEPARTMENT

HHSharrah
H. H. Sharrah, Roadmaster

HHS:mf
cc: Willard Scofield

RECEIVED
JUN 12 1959

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
July 6, 1959

Mr. Tom Edwards
O F F I C E

N. Unit, Pittsburg-Spitzenburg Section
FAS 609, Columbia County

The county was consulted on July 3 relative to setting the final details and limits of the subject named project which was originally approved by the Highway Commission under the name North Fork Scappoose Creek-Elk Creek Section.

The county requested that the project start at the Pittsburg Junction and extend towards Spitzenburg as far as funds will permit.

The FAS project will be for grading and bottom course base only with Columbia County to place the 3/4"-0" leveling course with county forces. The county has requested by letter to Mr. Williams that grid-rolled quarry run rock be used in the bottom course base; however, whether grid-rolled or crushed rock is used, the county will still place the leveling course.

The county also advised that the road can very likely be closed to through traffic during construction from the Pittsburg-St. Helens Market Road (approximately 800' from Pittsburg Junction) southwesterly towards Spitzenburg. This will be confirmed by the county at a later date.

Based on the best figures available at this time there will be $182,000 available for this project.

As this project cannot be let until fiscal year 1961 funds are released the county has requested that bids be taken near the end of 1959 or beginning of 1960 so that there will be no danger of the road being torn up and then left to go through a winter.

Please advise this office when a decision has been made on the type of base to be used and the project limits have been set. Right-of-way descriptions should be submitted to the county as soon as possible.

The remainder of the surveyed section which is not included in this construction project will probably be constructed the following year with FAS funds which are expected to become available at that time.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: Frank Hall
V. G. O'Neil
Vic Wolfe

FORM E-30X—95M—6-58—13046

S-77(9)

5628

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 6, 1959
Salem, Oregon

To: Mr. W. C. Williams
OFFICE

SUBJECT: N. Unit, Pittsburg-Spitzenburg Section
FAS 609
Columbia County

At a meeting with the Columbia County Court on July 3, the Court requested that I hand you the attached letter regarding the base design of the subject named project. This project was approved by the Highway Commission March 5, 1959 under the name North Fork Scappoose Creek-Elk Creek Section. Also attached is a copy of the original base design referred to in the Court's letter.

The county has presently requested that this project start at the Pittsburg Junction and extend towards Spitzenburg as far as funds will permit. As the project limits will be set on a dollar basis, a final descision on the base design will be required in order to set these limits.

John F. Hagemann
John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Att.

cc: G. S. Paxson
Tom Edwards

TED
PAXSON

RECEIVED
JUL 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

LOUIS J. WAGNER, COMMISSIONER
GOBLE

DAVE S. BRADY, COMMISSIONER
[illegible]
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

July 3, 1959.

Mr. W. C. Williams,
State Highway Engineer,
State Highway Building,
Salem, Oregon.

Dear Mr. Williams:

Reference is made to the Columbia County FAS project on FAS609 (Pittsburg-Scappoose Co. Rd.) which is known as the N. Unit, Pittsburg-Spitzenburg Section. The project as proposed provides for regrading and placing base material beginning at the Pittsburg Junction, and extending as far as available funds (approximately $175,000) will permit.

The County was advised that the original base design provided for a grid-roller processed bottom course base of 12" with a 3" levelling course of 3/4- 0" crushed rock. Recently, we have been further advised that your construction division would not agree to use of the grid-roller processed material but would require crushed rock in the bottom base course. This would result in an increased cost for base material of from $1.00 to $1.25 per cubic yard.

The rock for the base material is to come from our Oak Ranch Creek quarry. This quarry provides an excellent grade of diced rock which the county has used in grid-roller processed bases with very satisfactory results. If proper control is maintained of the placing and processing of this material with a grid-roller, the county is confident that the result will be comparable to a crushed rock base.

In view of the above it is the request of the Columbia County Court that the original base design of a grid-roller processed bottom course be utilized in the construction of this project.

Yours very truly,

JWW:n

Columbia County Court

By John W Whipple County Judge

By Dave S Brady Commissioner

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

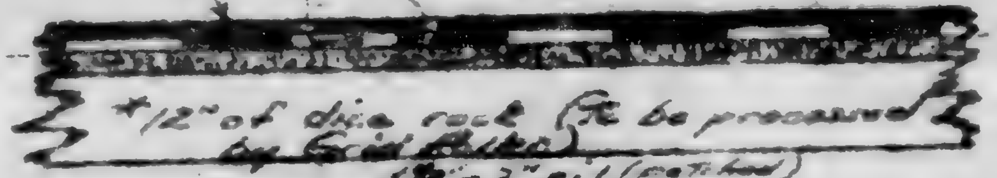
Project Scappoose Co.-Elk C. Highway F.A.S. 609 County Columbia Profile 52-[illegible]
Res. Engr. Mich. Scofield Length of Project ___ Miles. Sta. ________ to Sta. ________ Date 4-22-[illegible]

TYPICAL SECTIONS Traffic Classif. - Heavy (Logging)

NOTED
V. R. JONES

1½" of top course A.C.
2" of bottom course A.C.
3" of ¾"-0 level course

To be placed by County.
State Proj. t.



To be placed by County
State Project.

*12" of dia rock (To be processed by Grid Roller)
1½"-2" oil (patched)
4"-12" rock (dirty)
C.O. Clay Loam

Typical Soil [illegible]
[illegible] LL
31 PI
71 % P. 200
[illegible] % Silt
[illegible] % Clay
35 % [illegible] Value

Note:
The coarse base has been increased 25% due to the high LL, PI, & clay content of the typical soil.
No credit is allowed for the existing base & oil. Existing base is extremely dirty & in several spots degraded into a clay. O.T. is badly rutted & broken.

Required Base & Tear: Crushed	Required Base & Tear: Not Crushed	Designed Base & Tear: Bitum. Surf. Alloc.	Designed Base & Tear: Base Surf.
			3½" 2" 12"
18½"			18½"

RECEIVED
MAY 1 1959

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	[illegible] %	Sodium Sulphate Loss %	LL	PI	To be used for.
* Oak Ranch Creek Q.	380799	2.75	Rock	—	—	—	N.S	—	25	3	

Suitable material source to be determined by the Engineer.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by G. F. Wechler
State Assistant
[redacted]

Recommended by [illegible]
Asst. Construction Engineer

Recommended by G. W. [illegible]
Engineer of Materials

Approved by Forrest Cooper
Deputy State Highway Engineer

NOTED
Harold C. Ayers

NOTED
[illegible]

RECEIVED
APR [illegible] 1959
[illegible]

4-29-59

LOCATION PROSPECTUS
NORTH UNIT, PITTSBURG-SPITZENBURG SECTION and NORTH FORK, SCAPPOOSE CREEK BRIDGES (2)
FAS 609 - COLUMBIA COUNTY

The following prospectus is submitted concerning the above mentioned section of highway and bridges on FAS 609, which is a county road on the Federal-Aid Secondary System. The northerly terminus of the highway project is at the junction of FAS 609 with the Nehalem Secondary in Pittsburg. The southerly terminus is approximately six miles southeasterly of Pittsburg. The North Fork, Scappoose Creek Bridges (2) are located 4.5 and 5.5 miles respectively northwest of the junction of FAS 609 with the Columbia River Highway in Scappoose. The bridges are numbered 13,761 and 13,762 respectively on the highway department inventory. The overall length of the project is approximately six miles.

This will be a location survey for the purpose of preparing plans and estimates for widening the existing 22-foot roadway to 28 feet and for replacing the existing timber bridges across North Fork Scappoose Creek with reinforced concrete structures having a roadway width of 26 feet. The northerly terminus of the road widening project is in the community of Pittsburg.

NOTED
JOHN D. GRAHAM

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing ADT is 350 and the projected (1975) ADT is 525. Traffic warrants a Class "D" highway with a design speed corresponding to the horizontal and vertical alignment as determined by survey. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The tentative base design by G. L. Decker is:

Asphaltic Concrete Paving	3½"	(By County)
3/4"-0 Level Course	3"	
Grid Processed Dice Rock	12"	
Total	18½"	

Rise and fall and central angle data are not available at this time.

The roadway and the bridges are within required design standards.

This will be an unrestricted access facility. There are no interchanges, railroad crossings, or major stream crossings. The bridges across North Fork Scappoose Creek are outside the limits of the road widening project.

Materials are available from local commercial or county sources. Mr. H. H. Sharrah, County Roadmaster, should be contacted relative to county quarry sites.

A formal agreement with the county will be required. The existing bridges (2) over North Fork Scappoose Creek will be removed under this project; low level detours and bridge approaches will be constructed by the county.

There are no state parks affected by this project.

April 29, 1959

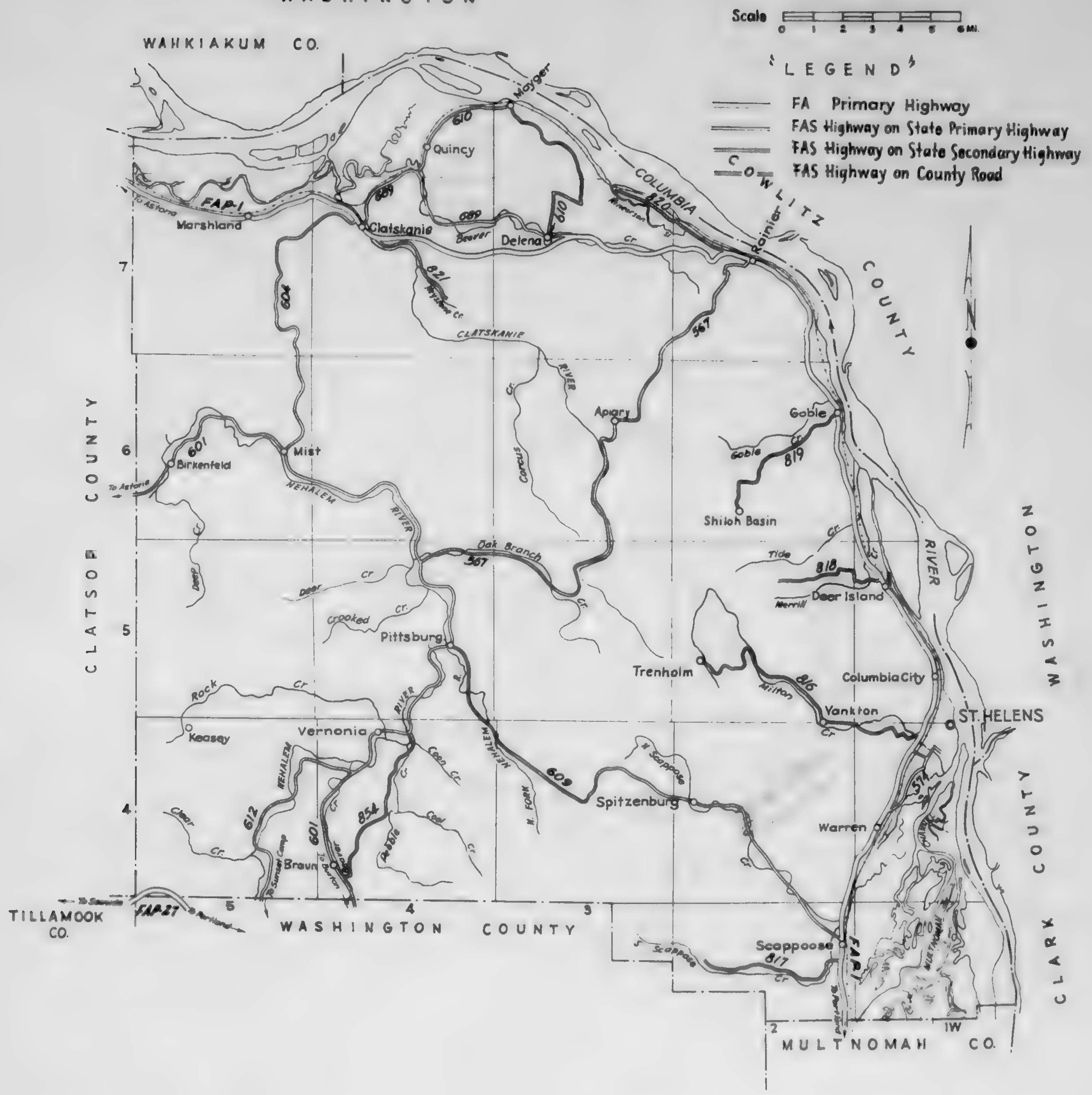
Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. G. Skelton (2)
Willard Scofield
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
S. H. Probert
C. G. Swenson ✓
Walter T. Wright

COLUMBIA COUNTY

FAS SYSTEM

June 1958



Scale 0 1 2 3 4 5 6 MI.
LEGEND
FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road
WASHINGTON
WAHKIAKUM CO.
COWLITZ COUNTY
CLATSOP COUNTY
TILLAMOOK CO.
WASHINGTON COUNTY
MULTNOMAH CO.
CLARK COUNTY WASHINGTON
COLUMBIA RIVER
FAP-1
FAP-27
To Astoria
To Portland
To Seaside
Marshland
Clatskanie
Quincy
Mayger
Delena
Rainier
Beaver Cr
CLATSKANIE RIVER
Apiary
Goble
Shiloh Basin
Tide Cr
Deer Island
Merrill
Birkenfeld
Mist
NEHALEM RIVER
Oak Branch
Deep Cr
Deer Cr
Crooked Cr
Pittsburg
Trenholm
Columbia City
Yankton
Milton Cr
ST. HELENS
Rock Cr
Keasey
Vernonia
Coon Cr
N. FORK
Spitzenburg
N Scappoose Cr
Warren
Clear Cr
Braun
To Sunset Camp
Pebble Cr
Coal Cr
Scappoose
S Scappoose Cr
604
610
689
821
820
367
601
819
818
816
609
612
854
574
817
7
6
5
4
3
2
1W

NOTED
C. G. SWENSON

April 2, 1959
Salem, Oregon

North Fork Scappoose Creek-Elk Creek Section
FAS 609
Columbia County

Mr. Tom Edwards
OFFICE

NOTED
JOHNSON

Columbia County has requested a revision in the termini of the subject named County FAS project which was approved by the Highway Commission on March 5, 1959. See Jan 59-8

The project as originally approved was to start at the summit approximately 11 miles northwest of Scappoose and extend northwesterly towards Pittsburg as far as funds would permit.

The County now wishes to start the project at the junction of FAS 609 with the Nehalem State Highway at Pittsburg and extend southeasterly as far as funds will permit which is estimated to be between six and six and a half miles. All other details of the project would remain the same. The division office advises that this survey has not been started to date so there is no apparent objection to this revision. It is suggested that the project title be changed to North Unit, Pittsburg-Spitzenberg Section.

The Bridge Division advises that vicinity maps will not be required for the two North Fork Scappoose Creek Bridges on FAS 609 which were approved at the same time as the above road project. There is sufficient data from previous projects to permit design of the bridges.

John F. Hageman
Assistant County & City Relations Engineer

JFH:cg

cc: Mr. G. S. Paxson
Mr. A. G. Skelton, Div. I
Mr. V. G. O'Neil
Mr. F. Hall
Mr. Vic Wolfe

April 2, 1959

Mr. H. H. Sharrah
Columbia County Roadmaster
1260 Deer Island Road
St. Helens, Oregon

Dear Mr. Sharrah:

Your request for the revision in the FAS road project limits on FAS 609 has been received and forwarded to the appropriate division of the Highway Department.

In regard to the two bridges, our Bridge Division advises that there is sufficient data on hand to design these structures wtihout a vicinity map being prepared in the field. This will permit preparation of plans in time to accept bids on either the May 5 or May 26 bid letting.

Thanks for your promptness in forwarding your letter regarding the revision in the road project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:eg

H. H. SHARRAH
ROADMASTER

COLUMBIA COUNTY ROAD DEPARTMENT
1260 DEER ISLAND ROAD
ST. HELENS, OREGON

PHONE 112

April 1, 1959

RECEIVED
APR [illegible] 1959
COUNTY [illegible]

Mr. J. F. Hagerman
State Highway Department
Salem, Oregon

Dear Fred:

In regard to the Vernonia and Scappoose road, the County Court wishes to designate the Pittsburg junction as the point of beginning and go as far as the funds will permit.

I haven't noticed any survey crew working on the vicinity location of the bridges. I hope these bridges can be included in the May bids.

Very truly yours,
COLUMBIA COUNTY ROAD DEPARTMENT

H H Sharrah
H. H. Sharrah
Roadmaster

HHS:mf

2-3-59

COLUMBIA COUNTY
PROPOSED PROJECTS

FAS 609 - North Fork Scappoose Creek Bridges (2), $50,000. These bridges are located approximately 4.5 and 5.5 miles northwest of the junction at Scappoose of FAS 609 with FAP Route I (Columbia River Highway). They carry highway department inventory Nos. 13,761 and 13,762 respectively.

S-77(8)

The proposed project is to replace the existing timber bridge with reinforced concrete structures having a roadway width of 26'. The new bridges will be on the same site as the existing bridges. The FAS project will be for the structures only including removal of the existing bridges. The county will provide low level detours and construct road approaches as required.

If possible these bridges should be scheduled for a May bid letting to permit construction during the low water period.

Unit Pittsburg-Spitzenburg : Letter 4/2/59

S-77(9)

FAS 609 - North ~~Fork Scappoose Creek-Elk Creek~~ Section, approximately ~~6~~ miles, $175,000. This section extends from the summit approximately 11 miles northwest of the junction at Scappoose of FAS 609 with FAP Route I (Columbia River Highway), northwesterly to a point near Elk Creek approximately 3 miles southeast of the junction at Pittsburg of FAS 609 with FAS 601 (Nehalem Highway).

The proposed project is to widen the existing 22' roadway and place base material through a levelling course to a width sufficient to permit a finished roadway of 28'. The county will place a bituminous pavement and shoulder rock after completion of the FAS project. The pavement to be placed by the county will be approximately 3½" in depth so width at the top of the levelling course whould be approximately 30'. The southerly 2 miles of this section was constructed in 1950 under highway department contract No. 3281 (Spitzenburg-Wilson Creek Section) and the balance in 1952 under highway department contract No. 3595 (Pittsburg-Wilson Creek Section). The construction on both contracts was through an 18' wide oil mat with 2' shoulders. This approximately 6 mile section has been a continual source of trouble since its initial construction. There have been surface failures of varying degree and due to the limited width no permanent maintenance or betterment measures could be taken.

Due to the mountainous terrain the available funds may not be sufficient to reconstruct the entire 6 miles. After a survey has been made and an estimate based on surveyed quantities is available the project will be reviewed with the county and limits established within available funds. Any adjustment in length will not necessarily be made on one end as there are some sections involving only light grading which the county could perform with county forces.

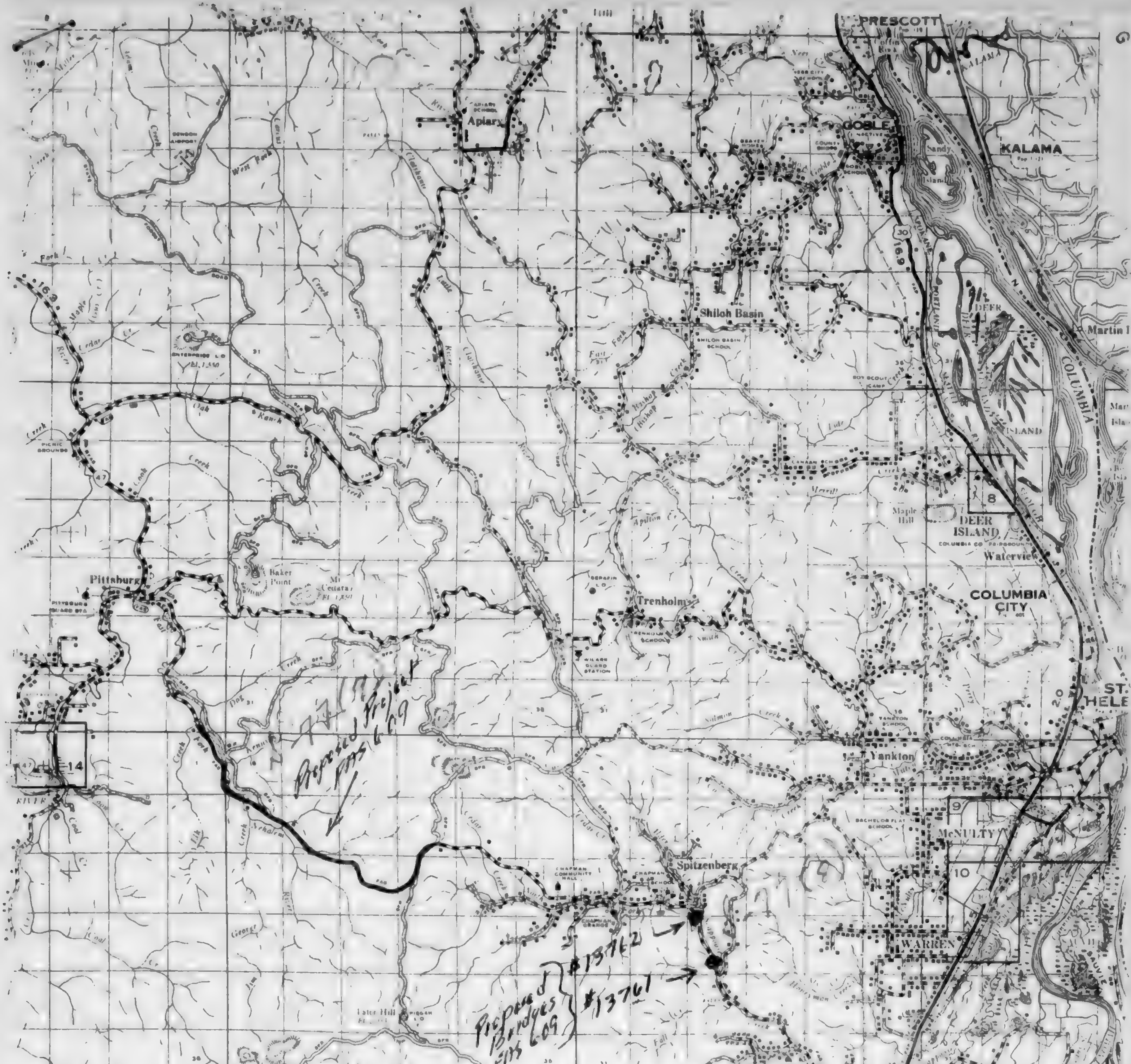
Several existing small cedar culverts should be replaced as part of the reconstruction project.

In the event the Oak Ranch Creek county rock quarry on the Apiary county road is used as the rock source, it may be possible to specify a grid-roller processed bottom course base. Mr. H. H. Sharrah, County Roadmaster, should be contacted relative to available quarry sites.

Comm approved 3/5/59

The $175,000 programmed represents the presently estimated unprogrammed balance of FAS funds available to Columbia County. This amount may be adjusted as final costs for other Columbia County projects become available.

2/13/59
(59-b)



PRESCOTT
GOBLE
KALAMA
Apiary
Sandy Island
Shiloh Basin
Martin I.
COLUMBIA
DEER ISLAND
Maple Hill
Waterview
COLUMBIA CITY
ST. HELE
Pittsburg
Baker Point
Trenholm
Yankton
McNULTY
WARREN
Spitzenberg
CHAPMAN COMMUNITY HALL
CHAPMAN SCHOOL
CHAPMAN GRANGE
APPLE VALLEY
SCAPPOOSE
SOUTH SCAPPOOSE
Johnsons Crossing
Pittsburg Guard Sta.
8
9
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R 4 W
R 3 W
R 2 W
R 1 W
T 3 N
COUNTY
WASHINGTON COUNTY
MULTNOMAH
COU
123 10
123 05
123 00
122 55
122 50

Proposed Project FAS 6-09

Proposed Bridges FAS 6-09 #13762 #13761

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North & Washington South Zones in Thousands of Feet

ROADSIDE CULTURE AS OF 1950

APPROVED JAN

6-8310 Myrtle Pt.-Powers Rock 1960
Prod. Proj.
#5629

RECEIVED
JUN 22 1961
FOR FILING

FORM 2-20 50M 7-60 29305

5629

AGENDA
MAY 26 1961
3 f

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1961

SUBJECT: AGENDA ITEM FOR MAY 26 COMMISSION MEETING
Initiation of action by Dolan Construction Company vs. State of Oregon - L-3719

To: Mr. Floyd Query
Secretary

Office

Please place on the Chief Counsel's Agenda, for the May 26, 1961 Commission meeting, the following item:

> Report on initiation of action by Dolan Construction Company against the State of Oregon, by and through its State Highway Commission, in Marion County, to recover damages in the sum of $27,199.81 due to alleged misrepresentations in connection with calling for bids for State Highway Contract #5629.

G E Rohde
G. E. ROHDE
Assistant Counsel

GER:hg

NOTED
FLOYD QUERY

C.C.R.

Floyd Query

FORM E-135

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

APRIL 21, 1961

OREGON STATE HIGHWAY COMMISSION

RE: DOLAN CONSTRUCTION CO., A CORPORATION v. STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION.

GENTLEMEN:

ON APRIL 14, THE SECRETARY TO THE HIGHWAY COMMISSION WAS SERVED WITH A COPY OF A SUMMONS AND COMPLAINT IN THE ABOVE MATTER. THIS WAS AN ACTION BROUGHT BY THE DOLAN CONSTRUCTION COMPANY IN CONNECTION WITH THE PERFORMANCE OF WORK ON HIGHWAY CONTRACT #5629.

THE BASIS FOR THE COMPLAINT CONSISTS OF ALLEGATIONS BY THE PLAINTIFF THAT BEFORE HE ENTERED INTO THE CONTRACT WITH THE COMMISSION THAT THE COMMISSION HAD REPRESENTED AND WARRANTED THAT CERTAIN GRAVEL LOCATED IN WHOBREY GRAVEL BAR IN COOS COUNTY, OREGON, WAS SUITABLE FOR USE IN THE MANUFACTURE OF CRUSHED MATERIAL.

THEY FURTHER ALLEGE THAT IT WAS DISCOVERED THAT THE GRAVEL IN WHOBREY GRAVEL BAR CONTAINED QUANTITIES OF GRAVEL TOO FINE FOR USE AND ALSO CONTAINED SUBSTANTIAL QUANTITIES OF STICKS, DEBRIS AND OTHER FOREIGN MATERIAL.

THAT, AS A RESULT OF THE INADEQUACY OF SAID MATERIAL, THE PLAINTIFF WAS FORCED TO SEEK ANOTHER SOURCE OF MATERIAL AND BY REASON THEREOF WAS DELAYED IN THE COMPLETION OF THE CONTRACT AND INCURRED ADDITIONAL COSTS IN THE PERFORMANCE OF THE CONTRACT IN THE SUM OF $27,199.81, FOR WHICH THE PLAINTIFF DEMANDS JUDGMENT AGAINST THE DEFENDANT.

THIS MATTER IS BEING REFERRED TO A STAFF ATTORNEY TO PROTECT THE INTERESTS OF THE STATE. I SHALL KEEP YOU FULLY INFORMED OF THE PROGRESS OF THIS CASE.

VERY TRULY YOURS,

L. I. LINDAS
CHIEF COUNSEL

LIL:BP
CC: W. C. WILLIAMS
FORREST COOPER
FLOYD QUERY

NOTED
FLOYD QUERY

C C R.

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APR 20 1961
FOR FILING

2-8310

5629

April 20, 1961

United Pacific Insurance Company
P. O. Box 1578
Tacoma, Wn.

Gentlemen:

This is to inform you that we have received a complaint from Dolan Construction Co. in the amount of $27,199.81. This appears to be in connection with State Highway Contract #5629 with Dolan Construction Co. for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Secondary Highway in Coos County.

This complaint is being referred to our Chief Counsel.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC : Mr. L. I. Lindas: Attached is copy of complaint referred to above. This was received in our office at 2:27 p.m., April 14, 1961.

CWH:fp

Letter to Surety

4-14-61
Rec- 2:27 p.m.
Cec. Head [illegible]
Contract 5629

Noted on contract card

RECEIVED
MAR 6 1961
FOR FILING

Forrest Cooper

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

6-8310
6129

March 3, 1961

Maguire, Shields, Morrison, Bailey & Kester
Attorneys at Law
723 Pittock Block
Portland 5, Oregon

Attention: Jack H. Dunn

Re: Myrtle Point-Powers Rock Production
Project - Contract No. 5629 (Dolan Construction Co.)

Gentlemen:

This is to acknowledge your letter of February 27, in which your client, the Dolan Construction Co., wish to press a claim against the State Highway Department relative to certain alleged misrepresentations made by the Department in connection with the above contract.

I have made a complete review of this file again and am of the opinion that no misrepresentations were made by this Department in connection with this contract and, consequently, I must deny not only your claim, but your offer to compromise the claim.

It is our position that adequate suitable rock materials were present in the Whobrey Bar and that your client's decision to secure material from another source was made of his own free choice and not necessitated by the fact that the Bar had become exhausted or didn't contain suitable materials.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bp
cc: Forrest Cooper

COPY

RECEIVED
MAR 3 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
2 1961
FOR FILING

6-8310

5629

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1961

SUBJECT: Myrtle Point-Powers Rock Production Project
Contract No. 5629

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to Mr. Lindas' letter of February 28 regarding the formal claim by Mr. Jack H. Dunn, Attorney, in behalf of the Dolan Construction Company who are the contractors on the subject named project.

In December, 1960, members of the Construction Department staff and Mr. Lindas met with Mr. Dunn to discuss this claim. It was our position, which was made known to Mr. Dunn at that time, that adequate rock materials were present in the Whobrey Bar, which was the source named as an acceptable source in the contract, to manufacture the crushed rock called for in the contract. It was also stated to Mr. Dunn that the materials were still in the bar at the completion of the contract and that the reason that the contractor did not obtain the same was that he was operating in the bar when the stage of the water was too high to uncover all of the available material. His obtaining of materials from a private source and hauling the same to his crushing set up in the Whobrey Bar was of his own free choice and not necessitated by the fact that the Whobrey Bar had become exhausted. He apparently did this to expedite his crushing program for the year as he had another job on which the time limit was critical.

I also wish to bring to your attention the fact that at the time the job was contracted that three other contractors, two of which are local and presumably familiar with the Whobrey Bar, bid this job. Tabulated below are the contractors and bids received at the bid opening.

Dolan Construction Co., Tillamook	$32,362.00
Woodward & ~~Son~~-Barklow, Coquille	35,834.00
Hughes & Dodd Co. & Tru-Mix Equipment Co., Medford	38,540.00
Martin Kincheloe, Myrtle Point	41,820.00

In view of the above, it is recommended that we resist the claim of the Dolan Construction Company for additional compensation. I do call your attention to the fact that we at one time made the Dolan Construction Company an offer in the amount of $1,224.24 in settlement of all claims against the Highway Department on this project.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Refer to cc L. I. Lindas by Cooper
F. D. Morgan

I concur

FORREST C

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1961

SUBJECT: Myrtle Point-Powers Rock Production Project, Contract No. 5629 (Dolan Construction Co.)

To: Forrest Cooper
Deputy State Highway Engineer

OFFICE

I forward you herewith a copy of a letter received this date from Mr. Jack H. Dunn of the law firm of Maguire, Shields, Morrison, Bailey & Kester, relative to the claim of his client, Dolan Construction Co., for additional compensation in connection with the Myrtle Point-Powers Rock Production Project, Contract No. 5629.

It is my assumption that you want to deny this claim, however, I do not wish to write Mr. Dunn to this effect until you have had an opportunity to review his letter.

Please let me know your decision.

L. I. LINDAS
Chief Counsel

LIL:bp
Attachment
cc: Tom Edwards

EGW
Recommendation

CONSTRUCTION DIVISION
RECEIVED
MAR [illegible] 1961
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

RECEIVED
MAR 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

ROBERT F. MAGUIRE
ROY F. SHIELDS
WILLIAM H. MORRISON
RALPH R. BAILEY
RANDALL B. KESTER
JAMES G. SMITH
HOWARD K. BEEBE
WALTER J. COSGRAVE
NATHAN L. COHEN
JACK H. DUNN
FRANK E. MAGEE
ROBERT R. CARNEY
THOMAS F. COONEY
WINFRID KARL LIEPE
RICHARD A. VAN HOOMISSEN

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER
ATTORNEYS AT LAW
723 PITTOCK BLOCK
PORTLAND 5, OREGON

February 27, 1961

RECEIVED
FEB 28 1961
LEGAL DEPT.

Mr. Leonard I. Lindas
Chief Counsel
State Highway Commission
Salem, Oregon

Dear Mr. Lindas:

Re: Myrtle Point-Powers Rock Production Project, Contract No. 5629 (Dolan Construction Co.)

In December, 1960, the undersigned conferred with you and members of the engineering staff of the State Highway Department relative to the claim being asserted by the Dolan Construction Company arising out of its performance of the above captioned contract. At the time of the conference, I pointed out to you that it was our client's position that it had entered into this contract in reliance upon representations made to it by the State Highway Commission that the "Whobrey Bar" was a suitable source of material for the production of crushed rock called for under this contract. It was further contended that the gravel, in fact, was not suitable, and as a result my client suffered substantial damages.

It is my recollection that at that time the State Highway Department took the position that (1) no representation was made as to the quality of the gravel in the "Whobrey Bar" and (2) that, in fact, the gravel available from the "Whobrey Bar" was suitable as a source of materials for the performance of this contract.

Subsequent to our conference, we have been in contact with several contractors who are experienced in the production of crushed materials of the type called for by this contract, and who were also personally acquainted with the gravel content of the "Whobrey Bar". These parties confirm our position, that the "Whobrey Bar" is not, and was not, a suitable source of raw materials for the production of gravel required under the contract in question.

The actual out-of-pocket expenses incurred by our client as a result of the failure of the "Whobrey Bar" to provide suitable material was in excess of $20,000, and consists basically of the following:

(a) Royalty paid for gravel obtained from other sources	$ 1,393.08
(b) Cost of transporting raw material from "Thompson Bar" (substitute source of material) to crushing plant	7,775.93
(c) Additional equipment rental (other than trucking) incurred by reason of delay in completing contract, which delay was due to deficiency of gravel obtainable from "Whobrey Bar"	12,340.63

The above does not include items for increased labor costs and increased miscellaneous overhead costs.

In the event this claim can be disposed of without the need for litigation, our client would be willing to accept the sum of $15,000 in full settlement thereof. This offer is made for the purpose of compromise only, and unless accepted within a reasonable time, the right is reserved to assert a claim for the full amount of damages suffered by the Dolan Construction Company. Your early consideration of this claim will be appreciated.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

Jack H Dunn
Jack H. Dunn

JHD c

RECEIVED
JAN 10 1961
FOR FILING
6-4310
5629

H

January 9, 1961

United Pacific Insurance Co.
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim, dated January 6, 1961, in the amount of $736.12 which has been filed with the Secretary of State (his file No. 3752) by Donald C. Leahy for labor and truck rental furnished to Dolan Construction Co . This appears to be in connection with State Highway Contract No. 5629 for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Secondary Highway in Coos County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Dolan Construction Co.
803 Jackson Tower
Portland, Oregon

NOTED ON CARD
dc

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

January 6, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Donald C. Leahy, Route 1 Box 666, Beaverton, Oregon and filed as of this date, a notice of claim by same for labor and truck rental in the sum of $736.12 on the Myrtle Point-Powers rock Production Job Contract #5629, Dolan Const. Co., 803 Jackson Tower, Portland, Oregon, Prim Contractor. and United Pacific Insurance Co., surety, agent Victor S. Risley Co. 223 Board of Trade Building, Portland, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
JAN 9 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

Jan. 6. 1961

Secretary of State

Notice is hereby given that the undersigned, Donald G Leahy has a claim for labor and truck rental to the sum of $736.12 on the Myrtle Point - Powers rock Production Job. Contract # 5629

Nolan Const. Co 763 Jackson Tower Port. Ore, Prim Contractor. Bonding Co. United Pacific Insurance Co, Agent Victor J Risley Co. 223 Board of Trade Bldg Port Ore.

File # 3762

FILED
JAN 6 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Sub Contractor
Donald G Leahy
Rt 1 Box 666
Beaverton, Ore.

RECEIVED
JAN 6 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 8 - 1960
FOR FILING
6-9310

5629

H

December 8, 1960

Maguire, Shields, Morrison, Bailey and Kester
Attorneys at Law
723 Pittock Block
Portland 5, Oregon

Attention: Mr. Jack H. Dunn

Gentlemen:

We have received your letter of November 30, concerning a claim in behalf of the Dolan Construction Company on the Myrtle Point-Powers Rock Production project, Contract No. 5629. Your letter stated that you desired an opportunity to discuss the matter with representatives of the State Highway Department and that you would be in Salem on December 2.

Apparently, something acted to change your plans. However, we would be glad to arrange a conference with you concerning the matter and you should therefore contact Mr. Tom Edwards, Construction Engineer, and with him establish a time for the conference.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Forrest Cooper
Tom Edwards
FBK:fp ms

[illegible]
[illegible]
[illegible]
[illegible] OREGON
[illegible]

[illegible]
[illegible]
[illegible]
[illegible]

Dear [illegible]:

Re: [illegible]

We are attorneys for Dolan Construction Company, and your letter of August 31, 19[illegible], transmitting price agreement No. 2 in connection with the above project has been referred to this office for reply.

The settlement proposed by the above price agreement is not acceptable to the Dolan Construction Company. As you know, this company incurred substantial losses in the performance of the above contract. It is the position of this company that its loss was caused by the fact that the material contained in the "Whobrey Bar" was not suitable to produce the crushed material required to be delivered under the contract. It is the further position of this company that the Commission affirmatively represented that such material was suitable and that the company in submitting its bid and accepting this contract was entitled to rely upon and did rely upon such representations.

We would like to have an opportunity to discuss this matter with representatives of the State Highway Commission, including a member of its legal staff, for the purpose of attempting an amicable settlement of this controversy. Although this is rather short notice, the writer plans to be in Salem on Friday, December 2; and if it would be possible to arrange a conference on that date, it would be appreciated.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

[illegible]

RECEIVED

W.C Williams

NOTED
W. C. WILLIAMS

November 17, 1960

Prefix: 6-8310

Myrtle Point-Powers
Contract No 6 5629 4310
5629

FINAL COST ANALYSIS

Rock Production
Contractor: Dolan Construction Co.
Resident Engineer: K.D. Limbocker

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/2"-1/4" Cr.Mat'l in Stockpile	2,947.0	Cu.Yd.	3.95	4.57	13,464.39	11,640.65
1/4"-#10 Cr.Mat'l in Stockpile	1,305.5	Cu.Yd.	3.95	4.57	5,964.40	5,156.73
1/4"-0 Cr.Mat'l in Stockpile	1,825.0	Cu.Yd.	3.95	4.57	8,337.82	7,208.75
PA#1 3/4"-1/2" Cr.Mat'l in S.P.	2,221.8	Cu.Yd.	3.84	4.57	10,150.66	8,531.71
PA#1 1/4"-0 Reject Mat'l	216.8	Cu.Yd.	0.25	0.25	54.20	54.20
PA#1 Hauling Reject Mat'l	1,691.0	Yd.Mi.	0.12	0.12	202.92	202.92
PA#1 Haul Adj.favor of Contr.	3,701.4	Yd.Mi.	0.12	0.12	444.17	444.17
					$38,618.56	$33,239.13

Gross Revenue	$ 33,239.13
Total Cost	38,618.56
Net Loss	$ 5,379.43

Net Loss equals 16.2% of Gross Revenue

DETAIL OF COST

Contract #5629

Labor:		
Labor	$ 10,080.13	
Labor Insurance	756.01	
Health, Welfare and Pension	434.25	$ 11,270.39
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	8,640.00	
Equipment Rental, Hired fully operated	11,348.64	
Gas, Oil and Grease	2,921.26	
Bond	194.17	
P.U.C.	115.32	
P.L. and P.D. Insurance	168.17	
Move In Freight and Cartage	1,144.33	
Small Tools and Miscellaneous Supplies	650.93	
Royalty on Gravel 10,984 Cubic Yards @ .12	1,318.08	
Home Office and General Overhead	847.27	27,348.17
TOTAL COST		$ 38,618.56

Remarks - Contract No. 5629

This was a "State Project" calling for the crushing of 8,299 cubic yards of crushed gravel in stockpiles to be used later by the State in maintenance operations on the Coos Bay-Roseburg and Powers Highways in Coos County.

The contract was bid March 1, 1960; awarded March 28, 1960. Work started March 7th and the project was completed June 8, 1960.

The contractor started moving his two-crusher portable crushing plant March 7th to the specified State controlled gravel deposit located southwesterly of and adjacent to the Powers Highway at M.P. 6.6. This deposit is locally known as the "Whobrey Gravel Bar".

The contractor started crushing gravel April 5, 1960, working only two to three days per week due to high water making it difficult to obtain gravel from State source. The contractor leased a gravel source known as the "Thompson Bar" near M.P. 9.9, paying .12 royalty for each yard removed. The gravel was small resulting in a large quantity of rejects. The contractor hauled from the Thompson Bar 10,984 cubic yards and approximately a like amount from the State bar to get the 8,299 cubic yards to be put in stockpile, which resulted in about 50% rejects. Had the contractor waited another month before moving into the State gravel bar, the river would have been lower and he could have secured the necessary quantity of material from this source and saved the price of hauling the gravel purchased on the royalty basis. Nearly all the gravel was hauled with hired trucks.

The contractor had good bid prices, good equipment, good supervision, but due to the high water and the large quantity of rejects, resulted in a loss.

M.N. Juve
Chief Cost Analyst

By

George Kayser

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FOR FILING

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W. C. WILLIAMS

FORM E-123-X 75M 1-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

6-8310

5629

August 31, 1960

Mr. A. P. Dolan
Dolan Construction Company
Box 113
Tillamook, Oregon

Dear Mr. Dolan:

Enclosed find Price Agreement No. 2 in the total amount of $1,224.24 on the Myrtle Point-Powers Rock Production project, Contract No. 5629.

If this Price Agreement is acceptable to you in settlement of all claims against the State Highway Department on this project, please execute the same and return to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
Field Construction Engineer

Contractor asking $40,000 +

WCW

Enclosure

FBK:fp

cc Forrest Cooper
F. D. Morgan

RECEIVED

A conference was held between the contractor and the State this date and this settlement was offered. It is broken down as $599.24 for additional payments for excess ¼"-0 crushed material and $625 for payment of 2,500 yards of screen rejects at 25 cents a yard. The contractor has indicated to us that he will not accept this offer but will resort to further legal action.

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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1960
FOR FILING
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5629

W. C. WILLIAMS

August 24, 1960

Mr. A. P. Dolan
Dolan Construction Company
803 Jackson Tower
Portland 5, Oregon

Dear Sir:

This is to confirm our telephone conversation of today during which we established the time of 11 A.M. August 31, 1960 for a meeting concerning your claim on the Myrtle Point-Powers job.

This meeting will be held in Mr. Edwards' office in the State Highway Building, Salem, Oregon.

Very truly yours,

W. C. Williams
State Highway Engineer

By FBKlaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc W. C. Williams

RECEIVED
1960
OFFICE OF
STATE HIGHWAY ENGINEER

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5629

Salem, Oregon
August 19, 1960

Contract 5629
Myrtle Point-Powers
Rock Production Project

Mr. Tom Edwards
Construction Engineer
OFFICE

Comes now the Dolan Construction Company, represented by Mr. A. P. Dolan and Mr. L. S. Matusek, making further reference to the matter of a claim at Coquille by handing us a claim in the amount of $43,624.62. I am attaching the file on this matter. This is the second or third trip that these people have made to see Mr. Williams or myself. I get the impression from them at least that this matter has been swept under the rug.

After a recent visit by Mr. Dolan, I asked that some of our field people get with them to see if some sort of an arrangement could be worked out for minor payment to them for rejects as a matter of settlement. Mr. Dolan tells me that the only response to this was that he was handed a price agreement for some 1500 yards of rejects by the mailman with no explanation whatsoever.

There are probably two sides to this story but it is quite obvious that the time has come for you to get into the act and hold a meeting with Dolan. It is probable that you will wish to have other people present. Will you please communicate with the contractor, set up a meeting in the immediate future, and see what gives. I explained to them that neither Mr. Williams nor myself could intelligently handle matters of this kind without securing information and possibly not without having staff members present who were more conversant with details. Please take it from here.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Attach.
cc Mr. W. C. Williams

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FOR FILING

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August 8, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5629 for the Myrtle Point-Powers Rock Production Project on the Coos Bay-Roseburg and Powers Highways in Coos County was completed on June 8, 1960, by the contractor, Dolan Construction Co., and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $1,362.61 will be released to the contractor on or after August 18, 1960. The total contract amount is $33,239.13, and no force account work was performed on the project.

In June, a Mr. Oaths wrote to this office requesting information regarding procedure in filing a claim (no amount given). On June 29, 1960 you were notified of this request. That is all we have in the claim department.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DC

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FOR FILING

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NOTE: W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1960

SUBJECT: Myrtle Point-Powers
Coos Bay-Roseburg Highway
Rock Production

To:

Memo to the Files

Frank Morgan phoned this date and passed on the following information concerning this project.

The contractor, Matusic and Dolan, during conversation with the Salem staff alleged that the Division Office refused to allow them to sell the County excess rejects. Morgan stated that this was not so. He agreed to letting the County buy all the rejects they wanted from the contractor if they would haul them away immediately. He placed this stipulation on the sale as there is a shortage of room at the project site. The County was not in a position to haul the rejects and elected not to purchase same.

Morgan also informed me that there were approximately 3,000 cubic yards of rejects left on the site. Of this amount some 1,500 cubic yards are stock piled in an area safe from high water. He is, therefore, initiating a price agreement to the contractor in the amount of 1,500 cubic yards at the normal price of 25 cents per cubic yard.

W. C. W.

only as a basis of settlement.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:jk

cc: Mr. Cooper
Mr. Morgan

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[illegible] 1960
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1960

SUBJECT:

To: **MEMO TO FILE**

On this date, Mr. Matusek of the Dolan Construction Company was in this office requesting some help in connection with a rock crushing job that his company has at Coquille and also on the North Santiam.

The Construction Division is to review this matter to see if some adjustment is indicated.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
JUL -7 1960
FOR FILING

6-8310

5629

July 6, 1960

Merchen & Reed Gravel Co.
Powers
Oregon

Attention: Mr. L. M. Reed

Gentlemen:

This is to acknowledge receipt of your letter of July 1 requesting the name of the bonding company for Dolan Construction Co.

From the description in your letter it appears that this is in connection with State Highway Contract No. 5629 with Dolan Construction Co. for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Secondary Highway in Coos County.

The United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, is the surety for this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Powers, Oregon
July 1 , 1960

#5629

State Highway Dept.
State Highway Bld.
Salem, Oregon

Dear Sir:

I would Like to find out the name of the Bonding Company that does the Bonding for Dolan Construction Sand & Gravel co. located at Tillamook , Oregon.

I done some stock piling work for them for highway 42 use, and I have not received any pay for it and I wanted to write to the Bonding Company before the Bond is picked up. Thank you .

MERCHEN & REED GRAVEL CO.
K. M. Reed
POWERS, OREGON

RECEIVED
JUL 5 1960
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
JUL 1 1960
FOR FILING

6-8310

5629

June 29, 1960

Mr. Harold Gates
Rt. 1, Box 410
Coos Bay, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of June 24 stating that Dolan Construction Co. owes you money for hauling rock in the vicinity of Gaylord. Our records indicate this to be State Highway Contract No. 5629 with Dolan Construction Co. for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Secondary Highway in Coos County.

This contract was completed June 8, 1960 but has not yet been accepted by the Highway Commission. The United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months after acceptance of the contract by the Highway Commission you should file it with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure.

In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
dc

June. 24, 1962

Harold Gates
Rt 1 - Box 410
Coos Bay, Org

Dear Mr Porter:

I am seeking information on the Bond & No of Dolan Construction Co who crushed rock for the State Hiway close to Gaylord, Org.

I hauled rock for them there some 30 days ago and no mony as yet, If you could tell me the Bond no. ~~or~~ who to write to I could stop the return of Bond mony untill I was Paid —

Yours Truly
Harold Gates

A

RECEIVED
JUL -1 1960
FOR FILING

6 8310

5629

June 29, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

A letter, dated June 24, 1960, has been received from Mr. Harold Gates, Rt. 1, Box 410, Coos Bay, advising that Dolan Construction Co. owes him money (amount not stated) for hauling rock in the vicinity of Gaylord. This appears to be in connection with State Highway Contract No. 5629 with Dolan Construction Co. for rock production on the Myrtle Point-Powers Section of the Coos Bay-Roseburg and Powers Secondary Highway in Coos County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

NOTED ON CARD
dc

Dolan Construction Co.
803 Jackson Tower
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

Form E-1—(Rev.)—

6-8310

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 24, 19 60

Section Myrtle Point - Powers

Highway Coos Bay - Roseburg & Powers County Coos

Contractor Dolan Construction Company

Date of contract March 28, 19 60

Date work started March 7, 19 60

Project authorization $36,407.25

Exclusive of engineering $33,818.29

Kind of work Rock Production

Section prefix 6 - 8310

Contract number 5629

Specified work days 65

Work days used 32

Per cent of time elapsed 49.2 %

Estimated cost of completed project, exclusive of engineering $36,193.71

Estimated per cent overrun or underrun . . . . 0.6 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $2,588.69

Engineering cost to date $2,564.80, 99.0%

Date project was completed June 8, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi Final to be submitted next week.

[illegible] DIVISION
RECEIVED
JUN 27 1960
NOTED-- ☒ CE ☒ [illegible] ☐ ACE ☐ ☐ COE

Signed K. O. [illegible]

Address P. O. Box 326, Myrtle Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			8,200.0		
Total quantities corrected to date			8,299.2		
Estimated quantities moved or placed to date			8,299.2		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FORM E-30X 50M 2-60 [illegible]
1960

6 9310
5629

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1960

To:
MEMO TO THE FILES

SUBJECT: Myrtle Point-Powers Rock Production Project
Contract No. 5629

Mr. Jack H. Dunn, Attorney representing the Dolan Construction Company, contractor on this project, met with Mr. Lindas, Mr. Young and the undersigned, Friday, December 16, to discuss claims on the behalf of his client. Mr. Dunn was not accompanied by his clients at this meeting.

It appears that the contractor is now claiming that the rock materials were not available in the Whobrey Bar. This fact was disputed by members of the Highway Department present to the apparent surprise of the attorney. His clients have apparently told said attorney that the materials were not available. In previous discussions with the contractor concerning this claim, they have not alleged that the material was not present, but rather that the high water conditions of the South Fork of the Coquille River prevented obtaining said materials.

Mr. Dunn discussed the situation and acquainted himself with our stand which is that the materials are available and could have been obtained from the bar if the contractor had elected to work it at a low water period of the year.

The meeting was closed with Mr. Dunn stating that he was going to contact other contractors who were acquainted with the river and obtain from them their analysis of the situation.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
F. D. Morgan

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DEC 20 1960

FORM E-523-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

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1960
FOR FILING

6-8810

5629

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

June 7, 1960

Mr. L. G. Matusek
803 Jackson Tower
Portland 5, Oregon

Dear Mr. Matusek:

Reference is made to your letter dated May 20, 1960 concerning a possible claim in connection with the Myrtle Point-Powers Rock Production project, Contract No. 5269.

The State-owned Whobrey Bar on which you chose to set up and crush the rock for this project consists of an area of more or less easily accessible gravel and of other areas which are difficult to work during periods of high water. This easier portion of the bar had been worked by another contractor last year and fairly well depleted of adequate, clean materials. You decided to attempt to get materials from this easily accessible area rather than fight high water conditions or wait until later in the year when the river had dropped.

We were cognizant of these difficulties as borne out by our statement of workday charges, wherein we did not charge for many days when the river was high. We did, however, charge for days when you were able to work full time in accordance with the contract. We also attempted to help you further by reducing the fracture requirements as much as possible and by reducing the amount of the larger size rock required.

You finally gave up on the portion of the Whobrey Bar you were using and made arrangements to use material from a private source nearby. This selection was of your own choosing and one for which the State can accept no responsibility since the State bar contained adequate quantities of material if worked correctly.

Your letter also made reference to the time count on Contract No. 5619, Mill City-Linn County Line Section.

The fact that you may overrun the time allotted for that contract has no bearing on this matter.

We feel that we have done all we can to help you complete this contract. Any claim supported by the facts so far presented can only be denied.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

Tom Edwards
Construction Engineer

FBK:fp:jw

cc W. C. Williams ✓
F. D. Morgan
K. D. Limbocker

FORM E-30X 50M 7-59 22129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 31, 1960

SUBJECT: Myrtle Point-Powers Sec.
Rock Production
Contract 5629

To: Tom Edwards
Construction Engineer
Salem, Oregon

Att: F. B. Klaboe

With reference to our conversation this date concerning the notice from Dolan and Matusek that they were expecting compensation because of excess material required to be rejected at their plant on the Myrtle Point-Powers Rock Production project, Contract 5629, On about April 19 or 20 Mr. Dolan was in this office and stated that he did not believe the State had furnished his company with suitable material as a source for this project because the material secured from the bar was too fine to secure the required sizes and was full of wood. I informed him that at least for this year he was in the bar trying to operate at too early a date. That the water in the Coquille River was so high that he could not get the suitable material and that in my estimation when the river dropped to its normal flow that he would have plenty of suitable material in the bar to finish his project and without excessively high reject of material because of size.

On April 25, in company with Mr. K. D. Limbocker, our resident engineer, and Mr. Marvin Martin, Area Engineer for the Bureau of Public Roads, I met Mr. Dolan at the bar and plant. The water was still too high. I also found that the exact place in which he was operating and the only one which he could reach at that time was the same area on which Mr. Floyd Somers had secured his aggregate for part of the North Fork Coquille River-Myrtle Point project for last year. I advised him that it was still my firm belief that if he would wait until the water had fallen he could secure good material in their bar and without having to reject an excessive amount of material.

Klaboe

CONSTRUCTION DIVISION
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JUN 1 1960
NOTED- ☒ ☐ ☐ ☐ ☐

At this time, we also agreed that we would reduce the fracture requirements from 90 to 65% and that he would agree to a reduction of 10¢ per cubic yard on acount of this change in specifications. We had also previously agreed to change the required proportions of the specified sizes of crushed rock and this change was incorporated inthe Price Agreement containing the change in fracture.

Mr. Dolan has elected to go still further upstream above our bar onto private property and is paying a royalty.

In summation, I believe that had the contractor waited until a later date he could have secured much better and less expensive material from our bar. The fact that he did not choose to do so and that the water this year is higher than normal does not support their apparent claim. These conditions are a normal hazard in contract work.

L R Chandler
L. R. Chandler
Asst. Division Engineer

dls

DOLAN CONSTRUCTION COMPANY AND
L. S. MATUSEK—JOINT VENTURE
CAPITOL 3-8479
803 JACKSON TOWER, PORTLAND 5, OREGON

May 20, 1960

CONSTRUCTION DIVISION
RECEIVED
MAY 23 1960
NOTED-- ☑ ☐ ☐ ☐ ☐
CE ACE ACE COE

Oregon State Highway Dept.
Salem, Oregon

Attention: Tom Edwards, Construction Engineer

Dear Sir:

We wish to advise you at this time that we will have an additional claim for cost accrued because the "Whobrey Gravel Bar" as listed as a source of acceptable gravel on the Dolan Construction Co. Contract # 5629, Myrtle Point-Powers rock production project was not suitable as specified.

In running this gravel through the plant, it was found to contain an excessive quantity of rejectionable material which ran as high as 75% during process. Because of this high rate of rejection, we had to locate another source resulting in a royalty charge, additional haul costs, plus additional equipment rental charges. Included in this additional billing will also be penalty charges which will be made to us because we will be unable to finish Contract # 5619 Mill City - Linn Co. Line rock production as required by the contract. In regards to this penalty, we did request from the Highway Department an extension of time on April 19th, but was turned down.

We feel by advising you now that you will have a chance to see what the situation is before the job at Myrtle Point-Powers is finished sometime within a week.

Sincerely,

L. S. Matusek

L. S. Matusek

LSM/bm

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1960
FOR FILING
6-1310
5629

A

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 11, 1960

Dolan Construction Co.,
803 Jackson Towers
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5629, awarded March 28, 1960, for the Myrtle Point-Powers Rock Production Project on the Coos Bay-Roseburg and Powers Secondary Highways in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

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APR 15 1960
FOR FILING
C-8310

5629

March 28, 1960

Dolan Construction Company
P. O. Box 113
Tillamook, Oregon

Gentlemen:

The State Highway Commission on March 10, 1960 accepted your proposal for the Myrtle Point-Powers Rock Production Project on the Coos Bay-Roseburg and Powers Highways in Coos County for the sum of $32,362.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5629.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 28, 1960

Dolan Construction Company
P. O. Box 113
Tillamook, Oregon

Contract for Myrtle Point-Powers Rock Production Project on Coos Bay-Roseburg and Powers Highways, Coos County, for which you submitted low bid on March 1, 1960 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

S-154(8) W. Unit, Camp Cr.-Paulina 1960
Sec. of Paulina Hwy. (Grad.
#5630 Oiling and const. conc. br.)

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5620

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#1

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5630 Contractor **Stanley Wilt**

Highway **Paulina**

Section **West Unit, Camp Creek-Paulina**

Kind of Work **Structure, Grading and Oiling**

action May 25, 1962
Request denied — F. Query

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows: **DENIED** 1. Award of contract was held up but no day count made until ten days after award was made.

2. A figment of Mr. Wilt's imagination. After grading was completed the job set through the summer while Mr. Wilt fished for a surfacing contractor to do the work at his prices. Extra area in the gravel was secured after crushing work had been in progress some time and caused no delay.

3. Shutdown in the fall did not affect his time as no days were charged after the shutdown. Count was not resumed until job was ready for oiling in the spring.

Recommended for Approval:

Dean Swift
Division Engineer

Construction Engineer or
Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 5630
Project designation Federal Aid Secondary
State-Federal
Date awarded March 30, 1960
Work started April 4, 1960
Per cent completed 100%, 7-12-61
Date
No. of Workdays Allowed 125
No. of Workdays Used 131
No. of Added Workdays Requested 6

State Printing 27020

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 24, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 131 days, within which to complete our Contract No. 5630, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The following factors delayed job completion date: (1) more than 20 days elapsed between the date of proposal and award of contract on account of R/W acquisition, (2) upon completion of grading it was discovered by testing with heavy equipment that the State source of gravel was inadequate; this caused a delay of appox.30 days in moving in the crushing plant, (3) shutdown in the fall due to weather conditions could be attributed directly to the above.

Respectfully submitted,

Wilt
Contractor

By

CONSENT OF SURETY

Date January 24, 1962

We, Glens Falls Insurance Company of Glens Falls, New York, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J F Porter
J. F. Porter Attorney-in-fact

J F Porter
J. F. Porter Resident Agent

(SEAL)

F. Query

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 1, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 1
May 25, 1962 meeting

Gentlemen:

Stanley Wilt, contractor for the West Unit, Camp Creek-Paulina Section of the Paulina Highway, Contract No. 5630, has requested that their work time be extended 6 days without the assessment of liquidated damages. Reasons given are delay in awarding contract, inadequate source of aggregate and shutdown in fall due to weather conditions.

Had the contractor been organized to place base rock upon completion of grading, the contract could have been completed in one construction season, well within the specified workdays. The grading was completed in the middle of June and the first base rock was placed the first part of August. Also, no time was charged against this project until 10 days after award.

This matter will be on the agenda for the May 25 meeting and it is recommended that the request be denied.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

NOTED
FLOYD QUERY

FORM E-90 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1962

SUBJECT: West Unit, Camp Creek-Paulina Section
Paulina Highway
Contract No. 5630

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Stanley Wilt, contractor on the above project, has requested an increase in the number of workdays from 125-days to 131-days, within which to complete his contract without the assessment of liquidated damages.

Three reasons are given for the request:

(1) More than 20-days elapsed between the date of proposal and award of contract.

(2) Inadequacy of material source caused delay of approximately 30-days in moving in crushing plant, and

(3) Shutdown in fall, due to weather conditions.

Our records show that only lack of organization prevented the entire work from being completed within the specified number of workdays. Pertinent data and dates are listed below:

March 10, 1960, letter from Commission accepting bid, with award held up until certain conditions satisfied.

March 30, 1960, telegram and letter from Commission to Wilt awarding contract.

April 11, 1960, first workday charged.

Week ending June 17, 1960, grading 100% complete, 37.6% of time elapsed, and 40% of work completed.

Week ending July 22, 1960, the first units of crushing plant arrived on project.

RECEIVED
APR 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

/11

Week ending August 5, 1960, the first base rock produced of 106,600 tons plan quantity.

Week ending September 9, 1960, 20,000 tons of base rock still to be produced, plus 14,200 tons of 3/4-0 level course and 5,170 cu. yds. of oil rock. Contractor advised that no oiling would be permitted until weather permitted next year.

Week ending October 21, 1960, production of all required rock quantities completed with amounts to be used the next year stockpiled.

June 12, 1961, contractor resumed work of placing last of level course in preparation for oiling.

July 12, 1961, all work completed.

From the above, it will be seen that no working days were charged until ten-days after award of contract.

The time lost between the completion of grading in the middle of June until the first base rock was produced during the first week of August, 1961, was more than enough to have completed the project during that year. The contractor was not organized to take advantage of this time, which forced the delay of oiling until 1961. Expansion of the aggregate source after crushing began caused no delay.

No workdays were charged from September 23, 1960, until oiling started in June of 1961.

For the above reasons, we recommend the request for 6-days extension be denied.

This request was submitted at a very late date. The final estimate has been released and voucher issued with liquidated damages deducted in the amount of $960.00 (6-days at $160.00).

A rough draft to the Highway Commission is attached. A letter to the Bureau of Public Roads is not required for this class of project.

F. D. Morgan
Construction Engineer
By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh
Attachment

RECEIVED
JUN 29 1962
FOR FILING

124(8)

5630

37
5-25-62

May 25, 1962

Mr. Stanley Wilt
P. O. Box 199
Corvallis
Oregon

Dear Sir:

The State Highway Commission, at its meeting on May 25, 1962, discussed with the Engineer your request for an extension of time on contract #5630. You requested 6 additional workdays within which to complete the structure-grading-oiling of the West Unit of Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission denied your request for 6 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Dean Swift
E. L. Scrivner
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
MAY 2 1962
FOR FILING

5630

May 1, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 1
May 25, 1962 meeting

Gentlemen:

Stanley Wilt, contractor for the West Unit, Camp Creek-Paulina Section of the Paulina Highway, Contract No. 5630, has requested that their work time be extended 6 days without the assessment of liquidated damages. Reasons given are delay in awarding contract, inadequate source of aggregate and shutdown in fall due to weather conditions.

Had the contractor been organized to place base rock upon completion of grading, the contract could have been completed in one construction season, well within the specified workdays. The grading was completed in the middle of June and the first base rock was placed the first part of August. Also, no time was charged against this project until 10 days after award.

This matter will be on the agenda for the May 25 meeting and it is recommended that the request be denied.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Victor D. Wolfe
F. D. Morgan

GLD:bjh hlb

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1962

SUBJECT: West Unit, Camp Creek-Paulina Section
Paulina Highway
Contract No. 5630

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Stanley Wilt, contractor on the above project, has requested an increase in the number of workdays from 125-days to 131-days, within which to complete his contract without the assessment of liquidated damages.

Three reasons are given for the request:

(1) More than 20-days elapsed between the date of proposal and award of contract,

(2) Inadequacy of material source caused delay of approximately 30-days in moving in crushing plant, and

(3) Shutdown in fall, due to weather conditions.

Our records show that only lack of organization prevented the entire work from being completed within the specified number of workdays. Pertinent data and dates are listed below:

March 10, 1960, letter from Commission accepting bid, with award held up until certain conditions satisfied.

March 30, 1960, telegram and letter from Commission to Wilt awarding contract.

April 11, 1960, first workday charged.

Week ending June 17, 1960, grading 100% complete, 37.6% of time elapsed, and 40% of work completed.

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July 12, 1961, all work completed.

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No workdays were charged from September 23, 1960, until oiling started in June of 1961.

For the above reasons, we recommend the request for 6-days extension be denied.

This request was submitted at a very late date. The final estimate has been released and voucher issued with liquidated damages deducted in the amount of $960.00 (6-days at $160.00).

A rough draft to the Highway Commission is attached. A letter to the Bureau of Public Roads is not required for this class of project.

F. D. Morgan
Construction Engineer
By
G. L. Decker
Field Construction Engineer

GLD:bjh
Attachment

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#1

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5630 Contractor Stanley Wilt

Highway Paulina

Section West Unit, Camp Creek-Paulina

Kind of Work Structure, Grading and Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows: DENIED 1. Award of contract was held up but no day count made until ten days after award was made.
2. A figment of Mr. Wilt's imagination. After grading was completed the job sat through the summer while Mr. Wilt fished for a surfacing contractor to do the work at his prices. Extra area in the gravel was secured after crushing work had been in progress some time and caused no delay.
3. Shutdown in the fall did not affect his time as no days were charged after the shutdown. Count was not resumed until job was ready for oiling in the spring.

Recommended for Approval:

Dean Swift
Division Engineer

Construction Engineer & Bridge Engineer

Assistant State Highway Engineer

Contract No. 5630
Project designation Federal Aid Secondary
State-Federal
Date awarded March 30, 1960
Work started April 4, 1960
Per cent completed 100% 7-12-61
Date
No. of Workdays Allowed 125
No. of Workdays Used 131
No. of Added Workdays Requested 6

E-330 (Rev.)—5M—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 24, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 131 days, within which to complete our Contract No. 5630, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The following factors delayed job completion date: (1) more than 20 days elapsed between the date of proposal and award of contract on account of R/W acquisition, (2) upon completion of grading it was discovered by testing with heavy equipment that the State source of gravel was inadequate; this caused a delay of appox.30 days in moving in the crushing plant, (3) shutdown in the fall due to weather conditions could be attributed directly to the above.

Respectfully submitted,

Stanley Wilt
Contractor

By

CONSENT OF SURETY

Date January 24, 1962

We, Glens Falls Insurance Company of Glens Falls, New York,

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated [illegible] original agreement.

[illegible] Porter
[illegible]er Attorney-in-fact

[illegible] Porter
[illegible] Porter Resident Agent

(SEAL)

Contract 5630 State

RECEIVED
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FOR FIL

Monthly transaction number 4-76	F -2A (b -1-57) U.S. DEPARTMENT OF COMMERC BUREAU OF PUBLIC ROADS	ate Oregon
Project report number (71)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4 - 13 - 62	County Crook
		Project number S-154(8)

5630

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 27**, 19 **60**, is hereby modified as follows:

Revised estimated total cost of project	$ **298,498.00**
Revised Federal funds	$ **186,981.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **13** day of **April**, 19 **62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Foster
ASSISTANT **State Highway Engineer**
(Title)

By ____________________
____
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: L. R. Backlund
L. R. Backlund
Acting Administrative Manager

USComm-DC 11170

April 12, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the West Unit, Camp Creek-Paulina Section, Project No. S-154(8).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

Contract No 5630 4-29-60 .4

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Monthly Transaction No.	-2 (12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Account No. S 154 (8)	**FEDERAL-AID PROJECT AGREEMENT**	County **Crook**
		Project No **S-154(8)**

5630

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **St. Rd. 14 mi. E. of Post East**
(West Unit, Camp Cr. - Paulina Section)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**2-12-60**	**7.4**
Other (*Specify*)		

FUNDS

Estimated total cost of project $ **295,634**	Federal funds $ **180,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By ______________________
(title)

By ______________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **April 27, 1960**

USComm-DC 40257

April 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the West Unit, Camp Creek-Paulina Section, Project No. S-154(8)

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.5

408 State Highway Building
Salem, Oregon

April 20, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

S-154(8) (West Unit, Camp Cr. -Paulina Section)

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

Polk

C. G. Polk
Division Engineer

Encls.

April 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Unit, Camp Creek-Paulina Section Project No. S-154(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-154(8)

FIRST UNIT, CAMP CREEK-PAULINA SECTION OF
THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 19, 1960

Type Code 5231
Roadway (Sta. 221+50 thru Equa. 449+25=1+52.39 to Sta. 167+00)(Contract No. 5430)

Clearing and Grubbing	All	Required		$ 7,000.00
Drainage Excavation, Unclassified	450	cu. yds.	$ 2.50	1,125.00
General Excavation, Unclassified	163,800	cu. yds.	0.25	40,950.00
Short Overhaul	462,500	yd. sta.	0.01	4,625.00
Long Overhaul	6,230	C-Yd. sta.	0.30	1,869.00
Finishing Roadbed and Slopes	7.43	miles	500.00	3,715.00
Rounding Cutbanks	12,500	lin. ft.	0.10	1,250.00
12-inch Corrugated Metal Pipe	580	lin. ft.	3.25	1,885.00
18-inch Corrugated Metal Pipe	790	lin. ft.	4.50	3,555.00
24-inch Corrugated Metal Pipe	78	lin. ft.	6.00	468.00
48-inch Corrugated Metal Pipe	88	lin. ft.	17.00	1,496.00
18-inch Arch Type Corrugated Metal Pipe	100	lin. ft.	4.50	450.00
22-inch Arch Type Corrugated Metal Pipe	106	lin. ft.	5.25	556.50
29-inch Arch Type Corrugated Metal Pipe	54	lin. ft.	7.00	378.00
36-inch Arch Type Corrugated Metal Pipe	84	lin. ft.	9.00	756.00
43-inch Arch Type Corrugated Metal Pipe	196	lin. ft.	14.00	2,744.00
Salvaging and Reinstalling Corrugated Metal Pipe	38	lin. ft.	4.00	152.00
Salvaging and Stockpiling Corrugated Metal Pipe	120	lin. ft.	2.00	240.00
Class "A" Concrete in Diversion Boxes	2	cu. yds.	200.00	400.00
Metal Guard Rail	1,020	lin. ft.	2.75	2,805.00
Guide Posts, Type W-2	300	only	6.00	1,800.00
Type 1 Fence	2,550	rods	5.25	13,387.50
Type 2 Fence	170	rods	6.00	1,020.00
Coarse Crushed Material in Base	92,400	tons	0.99	91,476.00
3/4" - 0 Material in Base	14,200	tons	1.04	14,768.00
Sprinkling	2,120	M-gal.	1.75	3,710.00
Preparation of Base	7.43	miles	200.00	1,486.00
3/4" - 0 Material in Binder Course	690	cu. yds.	3.00	2,070.00
Furnishing and Placing Aggregates	4,380	cu. yds.	3.00	13,140.00
RC-3 Asphalt	128	tons	40.00	5,120.00
120-150 Asphalt	328	tons	40.00	13,120.00
RS-1 Asphalt	96	tons	42.00	4,032.00
Extra for Oiling Approaches	42	only	25.00	1,050.00
				$242,899.00

Flagging (57½% of Contractor's Cost)	All Required		$ 250.00
Signing (Temp.)	All Required		800.00
Signing (Perm.)	All Required		160.00
Work by Central Electric Coop.	All Required		2,250.00
Flume (irrigation)			1,200.00
	Subtotal		$247,559.00
	10% Engr. & Cont.		24,755.00
	Total		$272,314.00

Type Code X020
Camp Creek Bridge (Sta. 424+94.93 to Sta. 425+82.93)(Contract No. 5630)

Removal of Old Bridge	All Required		$ 2,000.00
Structural Excavation	160 cu. yds.	$ 3.00	480.00
Class "A" Concrete (209 cu.yds.)	All Required		12,960.00
Metal Reinforcement (41,000 lbs.)	All Required		5,600.00
8-inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
	Subtotal		$ 21,200.00
	10% Engr. & Cont.		2,120.00
	Total		$ 23,320.00

Length of Roadway	7.430 Miles
Length of 1 Structure	0.017 Mile
Total Length.	7.447 Miles
Cost of Roadway Per Mile.	$36,650.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$272,314.00	$166,000.00	$106,314.00
Structure	23,320.00	14,000.00	9,320.00
	$295,634.00	$180,000.00	$115,634.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds For Maint.: Chap. 529, Laws 1939

RECEIVED
JAN 18 1962

FOR FILING

[illegible]

5630

PHONE ATLANTIC 8-[illegible]95

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS
P. O. BOX 7588
6457 N. E. COLUMBIA BLVD.
PORTLAND 20, OREGON

January 17, 1962

CERTIFIED MAIL

Glens Falls Insurance Co.
901 S. E. Oak St.
Portland 14, Oregon

Gentlemen:

This letter will serve as our notification to you of an unpaid account in the amount of $10,427.37 for labor, materials and equipment furnished Stanley Wilt on his Contract No. 56 30 with the Oregon State Highway Commission for structure, grading and oiling on the West Unit, Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County, Oregon.

We are advised by the Oregon State Highway Commission that you have furnished the Performance Bond, to assure completion of the contract and payment of all bills incurred. We have made repeated demands for payment of our charges which have been ignored, and we, therefore, request payment under bond supplied in connection with this contract.

Yours very truly,

CHARLES T. PARKER CONSTRUCTION CO.

By V B Wolcutt
V. B. Woolcutt

VBW:dab

cc: State of Oregon
State Highway Department
Salem 10, Oregon

Mr. Stanley Wilt
P.O. Box 199
Corvallis, Oregon

RECEIVED
JAN 18 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 12 1962
FOR FILING

5630

January 12, 1962

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

We have received a letter from Charles T. Parker Construction Co., Portland, dated January 9, informing us that Stanley Wilt is indebted to them in the amount of $10,427.37 for crushing road material. This appears to be in connection with State Highway Contract No. 5630 with Stanley Wilt for structure, grading and oiling the West Unit, Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Glens Falls Insurance Company
225 S. W. 4th Avenue
Portland 5, Oregon

NOTED ON CARD
dc

Stanley Wilt
P. O. Box 199
Corvallis, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

RECEIVED
JAN 12 1962
FOR FILING

5630

January 12, 1962

Charles T. Parker Construction Co.
P. O. Box 7588
Portland 20, Oregon

Attention: Mr. V. B. Woolcutt

Gentlemen:

This is to acknowledge your letter of January 9 informing us that the Continental Construction Co. (Stanley Wilt) is indebted to you in the amount of $10,427.37 in connection with your subcontract for crushing road material. Your letter states that this is in reference to the Stanley Wilt Contract No. 5630 for structure, grading and oiling on the West Unit, Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

Stanley Wilt, P. O. Box 199, Corvallis, is the prime contractor on this contract. The Glens Falls Insurance Company, through their Portland Office, 225 S. W. 4th Ave., Portland 5, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

This job was completed July 12, 1961, but has not yet been accepted by the State Highway Commission.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

PHONE ATLANTIC 8-5395

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS
P. O. BOX 7588
6457 N. E. COLUMBIA BLVD.
PORTLAND 20, OREGON

January 9, 1962

Oregon State Highway Department
Salem
Oregon

Gentlemen:

This letter will serve as our notice to you that the Continental Construction Co. (Stanley Wilt), P.O. Box 448, Corvallis, Oregon, is indebted to this firm in the sum of $10,427.37 representing the unpaid balance due us in connection with our sub-contract for crushing road material for the West Unit, Camp Creek-Paulina Highway Project in Crook County, Oregon, Contract No. 5630.

We will be pleased to have you advise us the name of their Bonding Company and the Resident Agent's name and address in order that we can file our claim against the bond.

Also, please advise if the contract is in the name of Stanley Wilt or the Continental Construction Co.

Yours very truly,

CHARLES T. PARKER CONSTRUCTION CO.

By V. B. Woolcutt
V. B. Woolcutt

VBW:dab

Cc, please reply

76

RECEIVED
JAN 10 1962
OREGON
STATE HIGHWAY COMMISSION

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N 15 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

file

56

January 12, 1962

Mr. Stanley Wilt
P. O. Box 199
Corvallis, Oregon

Dear Mr. Wilt:

If convenient, we will meet with you to discuss claims on the W. Unit, Camp Creek-Paulina Section at 3:00 P.M., January 23, 1962. The meeting would be in the office of the Construction Engineer in the Salem Highway Building.

Please advise if this date is satisfactory.

Very truly yours,

F. D. Morgan
Construction Engineer

by

F B Klaboe

F. B. Klaboe
Assistant Construction Engineer

FBK:db

cc: R. L. Porter
Dean Swift (please arrange to attend)

NOTED
R. L. PORTER

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JAN 17 1962

West Unit, Camp Creek-Paulina
Contract No. 5630

January 2, 1962

FINAL COST ANALYSIS

Grade, Oil and Structure
Contractor: Stanley Wilt
Resident Engineer: Ernest Scrivner

Paulina Highway
Crook County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	Lump	7,000.00	6,007.82	6,007.82	7,000.00
Drainage Excavation	578.84	Cu.Yd.	2.50	3.19	1,848.61	1,447.10
General Excavation	145,484.40	Cu.Yd.	0.25	0.33	47,535.73	36,371.10
Short Overhaul	432,969	Yd.Sta.	0.01	0.015	6,388.92	4,329.69
Long Overhaul	5,326.50	C-Yd.Sta.	0.30	0.40	2,133.38	1,597.95
Finish R.B. and Slopes	7.43	Mile	500.00	498.63	3,704.82	3,715.00
Rounding Cutbanks	3,065	Lin. Ft.	0.10	0.16	484.58	306.50
12" Corr.Metal Pipe	494	Lin. Ft.	3.25	3.52	1,737.09	1,605.50
18" Corr.Metal Pipe	796	Lin. Ft.	4.50	4.87	3,875.58	3,582.00
24" Corr.Metal Pipe	44	Lin. Ft.	6.00	6.49	285.65	264.00
48" Corr.Metal Pipe	74	Lin. Ft.	17.00	18.39	1,361.11	1,258.00
18" Arch Corr.Metal Pipe	52	Lin. Ft.	4.50	4.87	253.18	234.00
22" Arch Corr.Metal Pipe	142	Lin. Ft.	5.25	5.68	806.60	745.50
29" Arch Corr.Metal Pipe	60	Lin. Ft.	7.00	7.57	454.42	420.00
36" Arch Corr.Metal Pipe	98	Lin. Ft.	9.00	9.74	954.28	882.00
43" Arch Corr.Metal Pipe	180	Lin. Ft.	14.00	15.15	2,726.54	2,520.00
Salvage & Reinstall C.M.P.	222	Lin. Ft.	4.00	4.100	911.55	888.00
Salvage & Stockpile C.M.P.	141	Lin. Ft.	2.00	2.05	289.48	282.00
Class A Concrete Diver.Box	2.05	Lin. Ft.	200.00	68.00	139.40	410.00
Metal Guard Rail	1,427.00	Lin.Ft.	2.75	2.30	3,282.10	3,924.25
W-2 Guide Posts	286	Each	6.00	5.40	1,544.40	1,716.00
Type 1 Fence	2,220	Rod	5.25	4.50	9,990.00	11,655.00

NOTED
FORREST COOPER

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Type 2 Fence	115	Rod	6.00	5.00	575.00	690.00
Coarse Mat'l in Base	94,986.17	Ton	0.99	1.03	97,564.28	94,036.31
3/4"-0 Mat'l in Base	8,370.91	Ton	1.04	1.03	8,622.04	8,705.75
Sprinkling	5,594.30	M-Gal.	1.75	1.61	9,025.70	9,790.03
Preparation of Base	7.43	Mile	200.00	200.00	1,486.00	1,486.00
3/4"-0 Mat'l in Binder	726	Cu. Yd.	3.00	3.22	2,334.74	2,178.00
Furnish & Place Aggregate	4,744	Cu. Yd.	3.00	3.22	15,256.22	14,232.00
RC-3 Asphalt	118.26	Ton	40.00	45.55	5,386.74	4,730.40
120-150 Asphalt	319.81	Ton	40.00	42.80	13,687.87	12,792.40
RS-1 Asphalt	89.32	Ton	42.00	44.60	3,983.67	3,751.44
Extra-Oiling Approaches	40	Each	25.00	25.00	1,000.00	1,000.00
Removal of Bridge	All	Lump	2,000.00	2,600.00	2,600.00	2,000.00
Structural Excavation	415.24	Cu. Yd.	3.00	12.00	4,982.88	1,245.72
Class "A" Concrete	All	Lump	12,960.00	11,340.00	11,340.00	12,960.00
Metal Reinforcement	All	Lump	5,600.00	5,044.00	5,044.00	5,600.00
8" Metal Drain Pipe	40	Lin. Ft.	4.00	4.00	160.00	160.00
Modify Type I Fence	1,176	Rod	0.55	0.45	529.20	646.80
Cement Adjustment	29.75	Bbl.	6.35	6.35	188.91	188.91
3/4"-0 Mat'l in Base	3,062	Cu. Yd.	1.38	1.84	5,624.87	4,225.56
Exc. 3/4"-0 Cr. Gravel	2,392.17	Cu. Yd.	1.00	1.22	2,924.35	2,392.17
Exc. 3/4"-1/2" Cr. Gravel	194.45	Cu. Yd.	1.00	2.11	410.20	194.45
Exc. 1/2"-1/4" Cr. Gravel	68.56	Cu. Yd.	1.00	2.11	144.64	68.56
Exc. 1/4"-0 Cr. Gravel	62.43	Cu. Yd.	1.00	2.11	131.69	62.43

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Exc. 18" Arch C.M.P.	46	Lin. Ft.	2.53	2.53	116.38	116.38
Exc. 18" Arch Band	1	Each	2.53	2.53	2.53	2.53
Class "A" Concrete	23.60	Cu. Yd.	72.00	68.00	1,604.80	1,699.20
Metal Reinforcement	1,007.40	Lbs.	0.14	0.14	141.04	141.04
Liquidated Damages	6	Day	160.00			-960.00
EW1 Cattle Guard					152.63	157.32
EW2 Flagging					457.30	457.30
					$292,192.92	$269,904.29

Gross Revenue	$ 269,904.29
Total Cost	292,192.92
Net Loss	$ 22,288.63

Net Loss equals 8.26% of Gross Revenue

RECEIVED
JAN 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5630

Labor:		
Labor (All)	$ 63,015.85	
Labor Insurance	4,100.71	
Welfare and Pension	1,768.90	
Travel Pay	346.60	$ 69,232.06
Materials:		
Culvert Pipe	8,886.77	
RC-3 Asphalt Incl. Freight	4,322.40	
120-150 Asphalt Incl. Freight	10,809.58	
RS-1 Asphalt Incl. Freight	3,179.79	27,198.54
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	37,121.70	
Gas and Oil	9,450.30	
P.U.C. License	185.15	
Bond and P.L.-P.D. Insurance	2,757.42	
Freight	807.39	
Small Tools and Miscellaneous Expense	2,302.10	
Home Office and General Overhead	2,469.67	
Move In	1,334.64	56,428.37
Hired and Sub Contractors:		
Parker (Crushing)	80,983.91	
Russel Olson (Oiling)	18,828.31	
Coats (Concrete)	23,601.03	
Denton & Sons (Guard Rail)	15,920.70	139,333.95
TOTAL COST		$ 292,192.92

Remarks - Contract No. 5630

This was a "Federal Aid Secondary Project" for the construction and 0-11 oiling of 7.43 miles of secondary highway with the inclusion of an 88-foot reinforced concrete deck girder bridge. The project began approximately 14.8 miles easterly of the town of Post and ended approximately 8.1 miles westerly of the town of Paulina in Crook County.

The bid was opened March 1, 1960 and accepted March 10, 1960 subject to certainconditions, with award being made March 30, 1960.

Grading operations got under way April 4, 1960 and, except for minor finish work and clean up, were completed July 1, 1960. The crushing contractor began setting up the crushing equipment July 24, 1960, started production of crushed materials August 4, 1960 and finished October 18, 1960. Due to lateness of the season and cold nights, oiling was held over until June 22, 1961. Only two-thirds of the level course was placed in 1960 the balance being laid June 5, 1961 ahead of oiling.

Contractor Stanley Wilt was unable to get his original subcontractor to do the crushing so had to do his own pit stripping, feed crusher, and road process the material with a final result of a higher price than his bid. There was evidently an error in bidding the oiling as the cost of asphalt plus the subcontractor's processing price amounted to more than the bid price. Difficulty was encountered on the structural excavation but no conditions prevailed that would materially contribut to the 8.26% loss suffered, the loss being attributed to bidding too low as reflected in nearly all items. The crushing subcontractor charged extra, above original price, for stockpiling the balance of the leveling course that was not laid until the next year, thus additionally affecting its price.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
DEC 29 1961
FOR FILING
(7)
5630

Salem, Oregon
December 29, 1961

C. H. Maison
Auditor

Attention: Mr. John Herr

This is to confirm a telephone conversation with Mr. Gordon Winchcomb concerning release of payments to Stanley Wilt on Contract No. 5630.

On August 26, 1960 at the request of Mr. Leo Nuttman we asked that payments be held up on this contract in an amount sufficient to cover claim of $1,205.

Final payment is now ready to be made on this contract. We have contacted Mr. Nuttman, the Construction Division, the Office Engineer, and have searched our files and we are unable to determine who made the claim or that there is any claim in fact. Therefore, final payment should be released.

Floyd Query, Secretary

FQ:jmc

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1960

SUBJECT: **Stanley Wilt,
Contract No. 5630**

To: **C. H. Maison, Auditor**

On August 1, at the request of Mr. Leo Nuttman, we asked that further payments be held up to Mr. Stanley Wilt, on Contract No. 5630, until the status of the damage claim concerning the contract was clarified.

Mr. George Sweizer, representing Stanley Wilt, was in this morning and talked with Mr. Nuttman concerning this claim. Mr. Nuttman has now advised that any payments due can be released, as long as the retained percentage is at least $1,205. If any payments are being held up on this contract, will you please release them under the condition stated above.

F. Q.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rv

cc: C. H. Maison
L. I. Lindas, Att: Leo Nuttman
✓ R. L. Porter

RECEIVED
DEC 29 1961
FOR FILING

5630

December 28, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5630 for structure-grading-oiling on the West Unit of the Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County was completed by the contractor, Stanley Wilt, on July 12, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $8,122.16 will be released to the contractor after acceptance by the Commission. The total contract amount is $269,904.29, of which amount $614.62 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Portland Office
225 SW 4th Avenue
Portland 5, Oregon

cc: Mr. Stanley Wilt
P. O. Box 199
Corvallis
Oregon

RECEIVED
SEP 7 1961
FOR FILING

5630

September 6, 1961

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Stanley Wilt on Contract No. 5630, for structure, grading and oiling on the West Unit, Camp Creek-Paulina Section of the Paulina Highway in Crook County.

This payment in the amount of $4,285.19 will be released to the contractor on or after September 13, 1961. The retained percentage is $8,077.35.

You have been previously notified that claims have been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Glens Falls Insurance Co.
Portland Office
225 S. W. 4th Avenue
Portland 5, Oregon

Mr. Stanley Wilt
P. O. Box 199
Corvallis, Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 25, 1961

Section West Unit, Camp Creek - Paulina

Kind of work Structure, Grading and Oiling

Highway Paulina County Crook

Section prefix 107-1033

Contractor Stanley Wilt

Contract number 5630

Date of contract March 30, 1960

Specified work days 125

Date work started April 4, 1960

Work days used 131

Project authorization . . . . . $ 301,228.88

Exclusive of engineering . . . . $ 279,808.16

Per cent of time elapsed 105 %

Estimated cost of completed project, exclusive of engineering . . . . . . $ 273,800

Estimated per cent overrun or underrun . . . . . . - 2.2 %

Per cent of contract completed, based on estimated cost . . . . . . 100 %

Engineering authorization . . . . $ 21,420.72

Engineering cost to date $ 26,000, 121.4 %

Date project was completed July 12, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate work completed and data turned into the Division Office on Wednesday.

FINAL REPORT

NOTED
JOHN B. OAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 28 1961
NOTED-- ☐ ☒ ☐ ☒ ☒
CE ACE ACE COE

Noted
J. N. [illegible]

Signed

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.43	7.43		7.43	
Miles partially completed	"	"		"	
Miles completed	"	"		"	
Total estimated quantities (contract)	163,800 CY	106,600 Tons		Asph. 552 Tons Aggr. 5,170 CY	
Total quantities corrected to date	145,498 CY	106,840 Tons		Asph. 527 Tons Aggr. 5,470 CY	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities		Project Completed			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Ptly.Cloudy & Hot		
Tuesday	"		
Wednesday	Ptly.Cloudy & Warm		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
AUG 21 1961
FOR FILING

5630

August 21, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to Stanley Wilt a portion of the funds heretofore retained by the Commission on contract #5630 for structure-grading-oiling the West Unit of Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

This payment, in the amount of $11,971.98, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,944.81. The present payment will be released on or after August 28, 1961.

You have been previously notified that claims have been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Portland Office
225 SW 4th Avenue
Portland 5, Oregon

cc: Mr. Stanley Wilt
P. O. Box 199
Corvallis, Oregon

RECEIVED
JUL 19 1961

FOR FILING

5630

July 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 12, 1961, on Contract No. 5630, West Unit, Camp Creek-Paulina Section, in Crook County, in connection with Federal Aid Project No. S-154(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By CAH
R. L. Porter
Office Engineer

DBP:bm

cc: Clarence G. Swenson

RECEIVED
FEB 15 1961
FOR FILING

8-154 (6)
5630

February 13, 1961

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco, California

Gentlemen:

Attached is a copy of a claim in the amount of $2,243.02 which has been filed with the Secretary of State by Standard Oil Company of California, Western Operations, Inc., for petroleum products furnished to Continental Construction Company, a subcontractor of Stanley Wilt.

This appears to be in connection with State Highway Contract No. 5630 with Stanley Wilt for structure, grading and oiling the West Unit, Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Glens Falls Insurance Company
225 S. W. 4th Ave.
Portland 5, Oregon

NOTED ON CARD

Stanley Wilt
P. O. Box 199
Corvallis, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

February 9, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Harry J. DeFranco, c/o Koerner, Young, McColloch & Dezendorf, Attorneys at Law, Eighth Floor, Pacific Building, Portland 4, Oregon and filed as of this date, a notice of claim by Standard Oil Company of California, Western Operations, Inc., for materials, namely petroleum products, furnished by it to Continental Construction Company, a subcontractor of Stanley Wilt, in the sum of $2,243.02 against the bond taken from Stanley Wilt, principal and Glens Falls Insurance Co, surety, for the work of grading and oiling the West Unit, Camp Creek-Paulina Section, Pauline Secondary Highway, Crook County, Oregon. State Highway Contract No. 5630.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

To the State of Oregon

and

To the Oregon State Highway Commission

NOTICE IS HEREBY GIVEN that Standard Oil Company of California, Western Operations, Inc., has a claim for materials, namely petroleum products, furnished by it to Continental Construction Company, a subcontractor of Stanley Wilt, in the sum of $2,243.02 against the bond taken from Stanley Wilt as Principal and Glens Falls Insurance Co. as Surety, for the work of grading and oiling the West Unit, Camp Creek-Paulina Section, Paulina Secondary Highway, Crook County, Oregon, under Contract No. 5630 with the State of Oregon, acting by the Oregon State Highway Commission. The said materials supplied as aforesaid were used in the performance of the work called for by said contract.

DATED this 3rd day of February, 1961.

STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

By D H Chaires

Assistant Regional Credit Manager

To the State of Oregon

and

To the Oregon State Highway Commission

NOTICE IS HEREBY GIVEN that Standard Oil Company of California, Western Operations, Inc., has a claim for materials, namely petroleum products, furnished by it to Continental Construction Company, a subcontractor of Stanley Wilt, in the sum of $2,243.02 against the bond taken from Stanley Wilt as Principal and Glens Falls Insurance Co. as Surety, for the work of grading and oiling the West Unit, Camp Creek-Paulina Section, Paulina Secondary Highway, Crook County, Oregon, under Contract No. 5630 with the State of Oregon, acting by the Oregon State Highway Commission. The said materials supplied as aforesaid were used in the performance of the work called for by said contract.

DATED this 3rd day of February, 1961.

STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

By ______________________
Assistant Regional Credit Manager

File # 3774

FILED
FEB 9 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB - 9 1961

RECEIVED
FEB 10 1961
FOR FILING

8-154 (8)
5630

February 10, 1961

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have received notification, dated February 7, from the Secretary of State informing us that the claim of Lewis Oil Company in the amount of $152.72 against Stanley Wilt, principal contractor, in connection with State Highway Contract No. 5630 has now been filed in his office, his File No. 3772.

A description of this claim was outlined in our letter to you of February 6.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

T

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

February 7, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from you and filed as of today, a notice of claim by Lewis Oil Company for labor and services, namely hauling, furnished by it to Continental Construction Company, a subcontractor of Stanley Wilt, in the sum of $152.72 against the bond taken from Stanley Wilt, principal and Glens Falls Insurance Co., surety, for the work of grading and oiling the West Unit, Camp Creek-Paulina Section, Paulina Secondary Highway, Crook County, Oregon. Oregon State Highway Contract N . 5630.

We are enclosing three copies of the claim for your information and files.

Kindlay acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

rec'd
16

NOTED
C. W. HEAD

RECEIVED
FEB - 8 1961
OREGON
STATE HIGHWAY COMMISSION

FORM E-123-X 30M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 6, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

Attached is a claim for filing, in the amount of $152.72, received from Lewis Oil Company, Prineville, for labor and services furnished to Continental Construction Company, a subcontractor of Stanley Wilt. This appears to be in connection with State Highway Contract No. 5630 with Stanley Wilt for structure, grading and oiling the West Unit, Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

RECEIVED
FEB - 7 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

To the State of Oregon

and

To the Oregon State Highway Commission

NOTICE IS HEREBY GIVEN that Lewis Oil Company has a claim for labor and services, namely hauling, furnished by it to Continental Construction Company, a subcontractor of Stanley Wilt, in the sum of $152.72 against the bond taken from Stanley Wilt as Principal and Glens Falls Insurance Co. as Surety, for the work of grading and oiling the West Unit, Camp Creek-Paulina Section, Paulina Secondary Highway, Crook County, Oregon, under Contract No. 5630 with the State of Oregon, acting by the Oregon State Highway Commission. The said labor and services as aforesaid were used in the performance of the work called for by said contract.

DATED this 2nd day of February, 1961.

LEWIS OIL COMPANY

By A. J. Lewis

File# 3772

FILED
FEB 7 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB - 7 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 9 1961
FOR FILING

S-154 (8)

5630

February 8, 1961

Lewis Oil Company
Prineville, Oregon

Gentlemen:

With reference to your claim in the amount of $152.72 filed with the Oregon State Highway Commission on the 2nd day of February 1961, this is an unauthorized bill which you explained to me is for hauling fuel to the job. I don't doubt that someone owes you the money but Standard Oil Company gave us a firm price delivered to the job site and we are in the process of getting this straightened out.

Since you are the Standard Oil distributor at Prineville, you should be able to help do this. We will not pay the bill until we know more about it.

Very truly yours,
Continental Construction Co.

Stanley Wilt

cc: Standard Oil Co.
520 S.W. Yamhill Street
Portland 7, Oregon

Glens Falls Insurance Co.
225 S.W. 4th Avenue
Portland 5, Oregon

SW/lb Oregon State Highway Commission ✓

RECEIVED
FEB - 9 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 7 1961

FOR FILING

2-154(8)

5630

February 6, 1961

Lewis Oil Company
Prineville
Oregon

Gentlemen:

This will acknowledge receipt of your claim, dated February 2, 1961, in the amount of $152.72 for labor and services furnished to Continental Construction Company, a subcontractor of Stanley Wilt. Our records indicate this to be in connection with State Highway Contract No. 5630 with Stanley Wilt for structure, grading and oiling the West Unit, Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
de

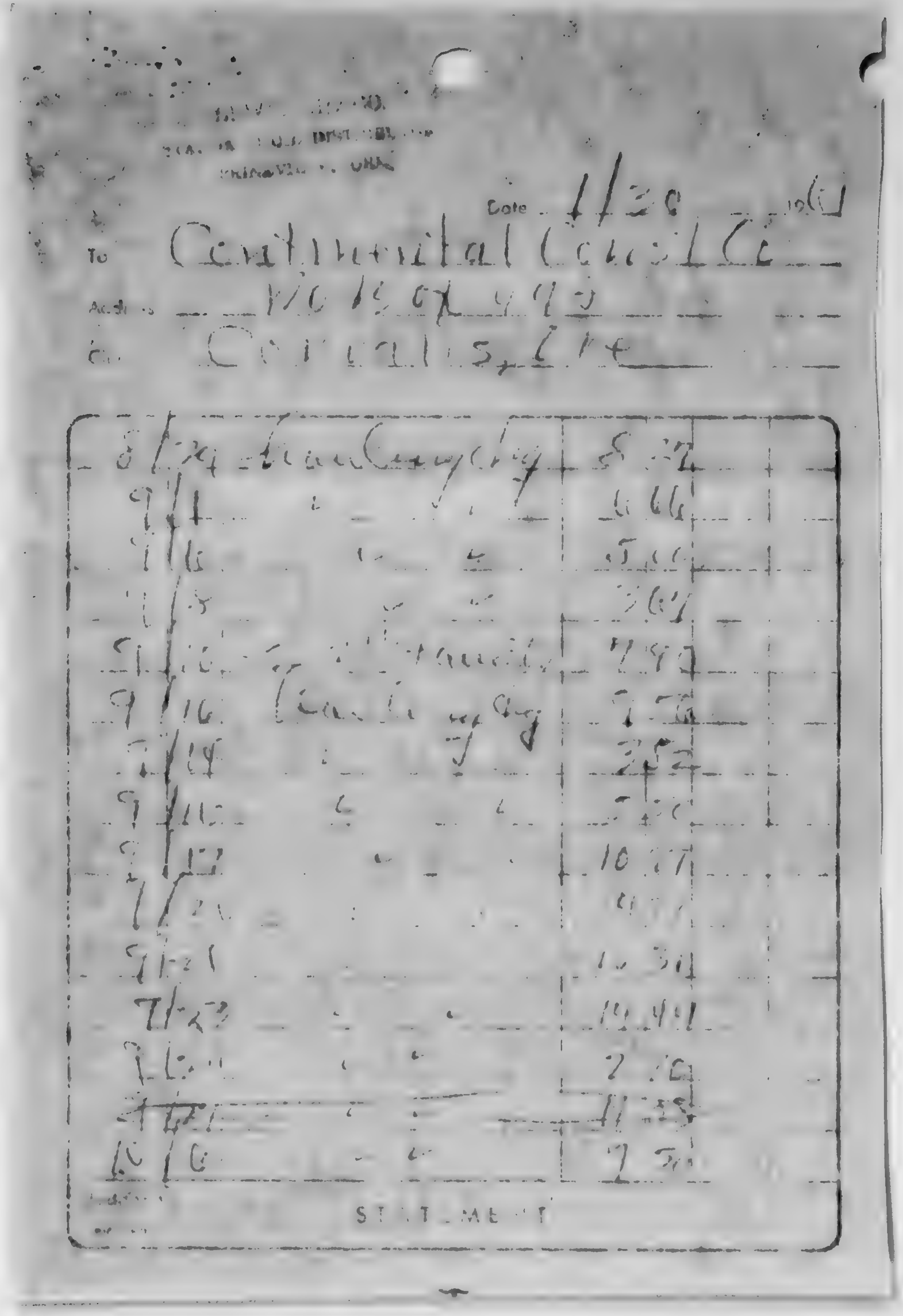
To the State of Oregon
and
To the Oregon State Highway Commission

NOTICE IS HEREBY GIVEN that Lewis Oil Company has a claim for labor and services, namely hauling, furnished by it to Continental Construction Company, a subcontractor of Stanley Wilt, in the sum of $152.72 against the bond taken from Stanley Wilt as Principal and Glens Falls Insurance Co. as Surety, for the work of grading and oiling the West Unit, Camp Creek-Paulina Section, Paulina Secondary Highway, Crook County, Oregon, under Contract No. 5630 with the State of Oregon, acting by the Oregon State Highway Commission. The said labor and services as aforesaid were used in the performance of the work called for by said contract.

DATED this 2nd day of February, 1961.

LEWIS OIL COMPANY

By R. J. Lewis



[illegible]

[illegible] DISTRIBUTOR

PRINEVILLE, ORE.

Date 11/20 19[illegible]

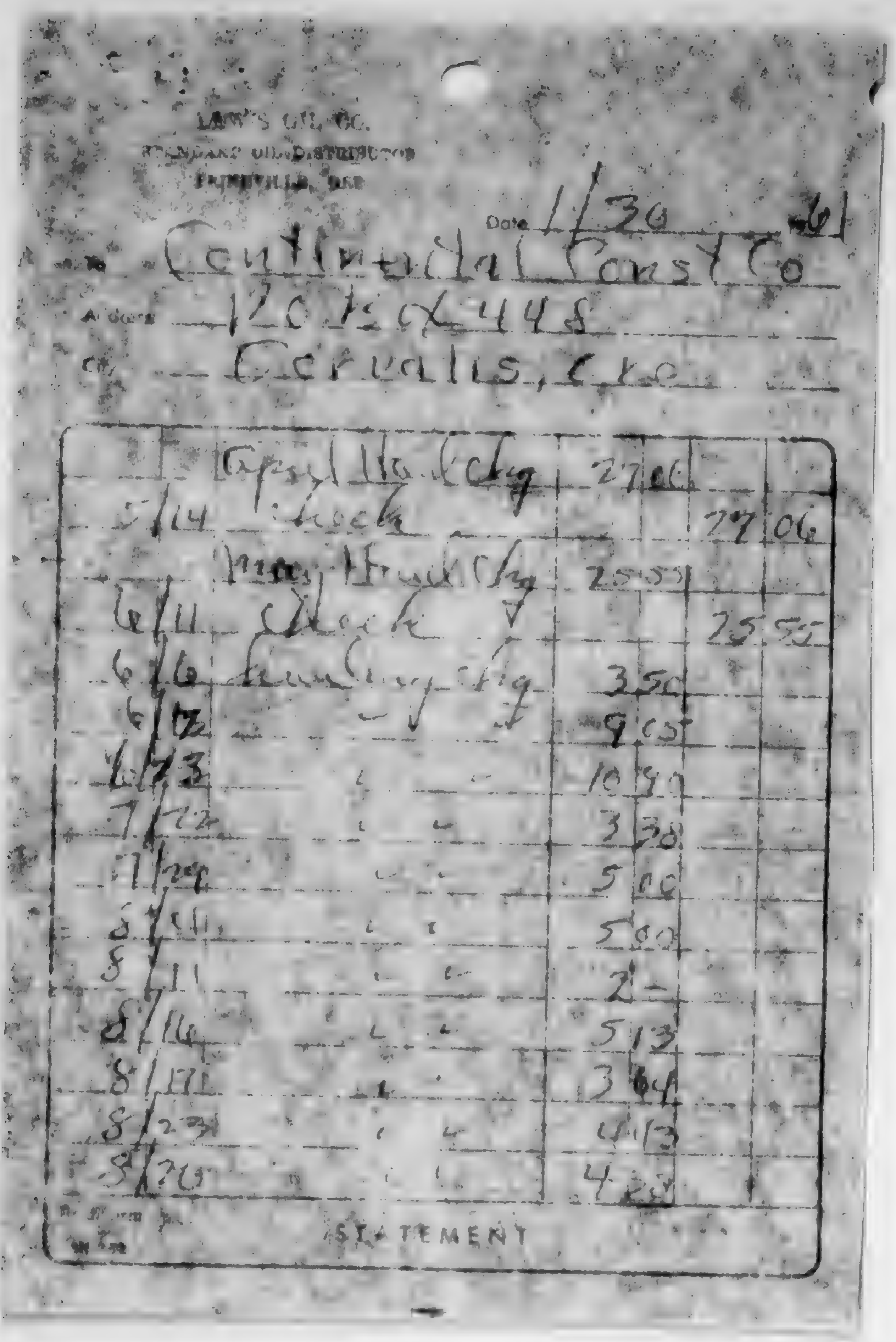
To Continental Can Co

Address PO Box 449

City Corvallis, Ore

8/24	Hauling chg	8 32
9/4	" "	6 66
9/6	" "	5 00
9/8	" "	3 67
9/10	[illegible]	7 90
9/16	Hauling chg	9 56
9/14	" "	2 52
9/15	" "	5 20
9/17	" "	10 77
9/20	" "	[illegible]
9/21		10 30
9/23	" "	10 40
9/26	" "	2 10
9/27	" "	11 35
10/6	" "	9 50

STATEMENT



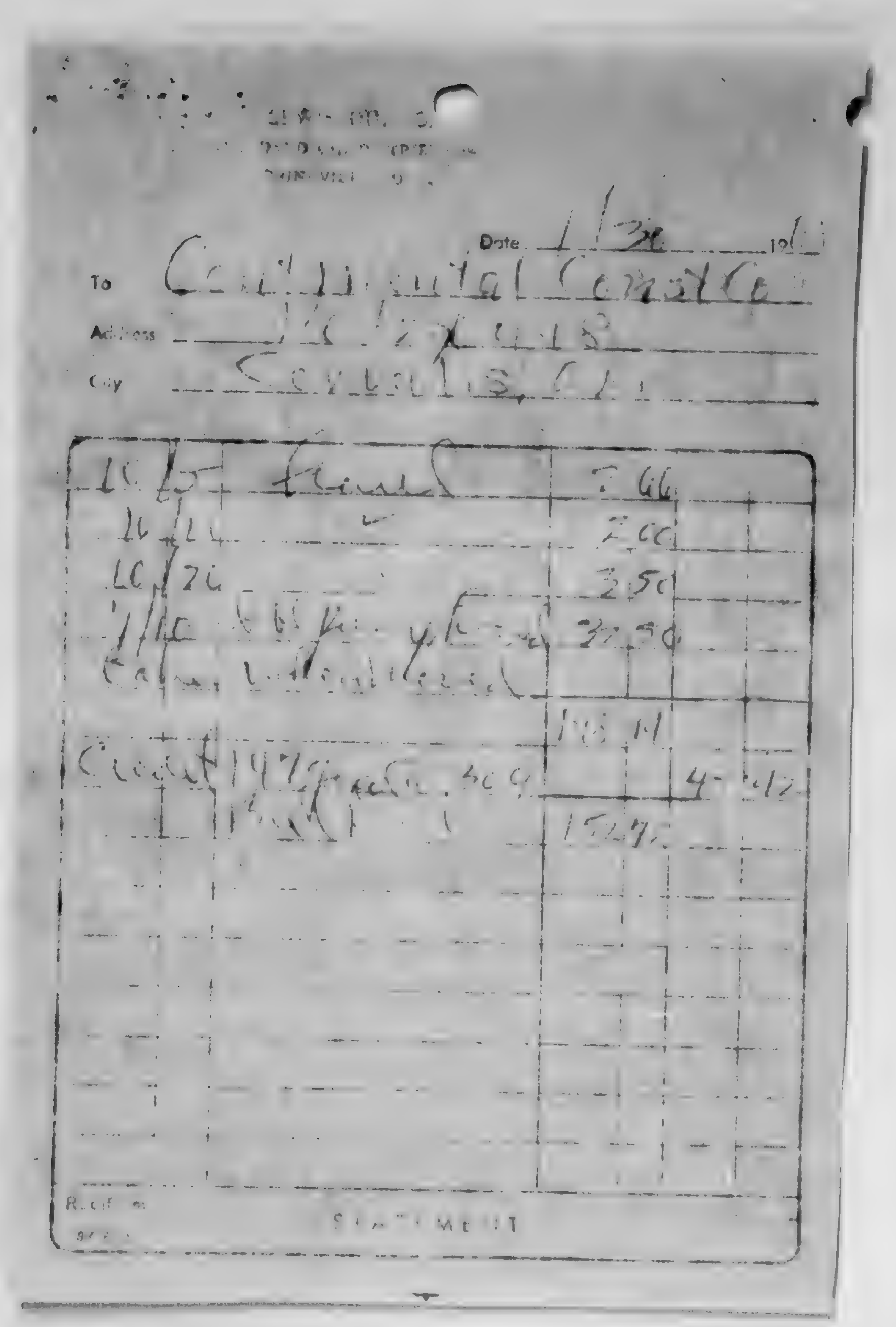
LAW'S OIL CO.
STANDARD OIL DISTRIBUTOR
PRINEVILLE, ORE

Date 1/30 61

Continental Const Co
Box 448
Corvallis, Ore

	April Haul Chg	27	06		
5/14	Check			27	06
	May Haul Chg	25	55		
6/11	Check			25	55
6/6	Hauling chg	3	50		
6/12	" "	9	05		
6/13	" "	10	90		
7/22	" "	3	38		
7/29	" "	5	00		
8/4	" "	5	00		
8/11	" "	2	–		
8/16	" "	5	13		
8/17	" "	3	64		
8/23	" "	4	13		
8/25	" "	4	23		

STATEMENT



[illegible]

Date 11/30 19[illegible]

To Continental Const Co

Address [illegible]

City Corvallis, Or.

10/5	[illegible]	7.66	
10/24		2.00	
10/26		2.50	
11/10	[illegible]	37.50	
[illegible]			
		[illegible]	
Credit	[illegible]		4.42
	[illegible]	[illegible]	

Received [illegible]

STATEMENT

RECEIVED
FEB 7 1961
FOR FILING

8-154(8)

5630

February 6, 1961

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have received a claim, dated February 2, 1961, from Lewis Oil Company, Prineville, for labor and services in the amount of $152.72 furnished to Continental Construction Company, a subcontractor of Stanley Wilt. This appears to be in connection with State Highway Contract No. 5630 with Stanley Wilt for structure, grading and oiling the West Unit, Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Glens Falls Insurance Company,
225 S. W. 4th Ave.,
Portland 5, Oregon.

NOTED ON CARD

Stanley Wilt,
P. O. Box 199,
Corvallis, Oregon.

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
FEB 7 1961
FOR FILING

8-154(8)

5630

February 6, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

Attached is a claim for filing, in the amount of $152.72, received from Lewis Oil Company, Prineville, for labor and services furnished to Continental Construction Company, a subcontractor of Stanley Wilt. This appears to be in connection with State Highway Contract No. 5630 with Stanley Wilt for structure, grading and oiling the West Unit, Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

NOTED ON CARD

CWH:fp

Mrs Cook
To note on card

RECEIVED
UG 29 1960
FOR FILING

S-154(8)

5630

Salem, Oregon
August 26, 1960

C. H. Maison, Auditor

Stanley Wilt,
Contract No. 5630

On August 1, at the request of Mr. Leo Nuttman, we asked that further payments be held up to Mr. Stanley Wilt, on Contract No. 5630, until the status of the damage claim concerning the contract was clarified.

Mr. George Sweizer, representing Stanley Wilt, was in this morning and talked with Mr. Nuttman concerning this claim. Mr. Nuttman has now advised that any payments due can be released, as long as the retained percentage is at least $1,205. If any payments are being held up on this contract, will you please release them under the condition stated above.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rv

cc: C. H. Maison
L. I. Lindas, Att: Leo Nuttman
R. L. Porter

NOTED ON CARD
le

RECEIVED
AUG 2 - 1960
FOR FILING

8-154(8)
5630

A

Salem, Oregon
August 1, 1960

Stanley Wilt,
Contract No. 5630

C. H. Maison, Auditor

Please hold up further payments to Mr. Stanley Wilt on Contract No. 5630, for work on the West Unit, Camp Creek-Pauline Section of the Paulina Secondary Highway in Crook County. The holdup is being made at the request of our Legal Counsel until the status of a certain damage claim concerning the contract is clarified.

Floyd Query,
Secretary

FQ:rv

cc: L. I. Lindas; Att: Leo Nuttman
C. H. Maison - 2

NOTED ON CARD
lc

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RECEIVED
1960
FOR FILING
S-154(8)
5630

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 1, 1960

To: Memorandum

SUBJECT: Utility Billing - Final Voucher
Oregon Project S - 154 (8)
Central Electric Cooperative, Inc.

A 100% audit has been made of the Utility bill submitted by the Central Electric Cooperative, Inc., Oregon Project S-154 (8), in accordance with the provisions of the Approved Secondary Road Plan (unqualified approval).

No citations were made on this bill. The total amount, $2,217.99, claimed by the Central Electric Cooperative is approved for payment, as substantiated by audit work papers, and claimed as eligible for Federal participation in accordance with PPM 30-4, Bureau of Public Roads.

C. H. Maison
Auditor

hs

cc: Bureau of Public Roads
R. L. Porter (2)
Carl Smith
General Files

FORM S-126

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
APR 21 1960
FOR FILING

S-154(8)

5630

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 21, 1960

Mr. Stanley Wilt
P. O. Box 199
Corvallis
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5630, awarded March 30, 1960, for structure-grading-oiling the West Unit of Camp Creek-Paulina Section of the Paulina Secondary Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
[illegible] 1960
FOR FILING

S-154(8)

When replying, refer to
08-35.5

5630

408 State Highway Building
Salem, Oregon

April 20, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

S-154(8) (West Unit, Camp Cr. -Paulina Section)

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

17

RECEIVED
APR - 8 1960
FOR FILING

[illegible]

5630

April 8, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advice you that work was started on April 4, 1960, on Contract No. 5630, West Unit, Camp Creek-Paulina Section, in Crook County, in connection with Federal Aid Project No. S-154 (8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

A

RECEIVED
APR 15 1960
FOR FILING
S 154(1)
5630

March 30, 1960

Mr. Stanley Wilt
P. O. Box 199
Corvallis, Oregon

Dear Mr. Wilt:

The State Highway Commission on March 10, 1960 accepted your proposal for grading, oiling and bridge construction on the West Unit, Camp Creek Paulina Section of the Paulina Highway in Crook County for the sum of $264,099.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5630.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 30, 1960

Stanley Wilt
P. O. Box 199
Corvallis, Oregon

Contract for grading, oiling and bridge construction on West Unit, Camp Creek Paulina Section of Paulina Highway, Crook County, for which you submitted low bid on March 1, 1960 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
Lee Gatlin

RECEIVED
JAN 22 1960

FOR FILING
S 154(8)

5630

January 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending three copies of revised rights of way plans, Sheet No. 2, for the W. Unit, Post-Camp Creek Section, Project No. S-154(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:sm

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DEC 29 1959
FOR FILING
S 1540

5630

December 29, 1959

1502

Mr. Ivan J. Chappell, Manager
Prineville-Crook County Chamber of Commerce
Prineville, Oregon

Dear Mr. Chappell:

Reply is made to your letter of December 17 concerning the completion of another section of Highway 380. We are, at present, contemplating receiving bids for another section of this highway about March 1, 1960. The section will extend westerly from the Camp Creek-Paulina Section completed a few years ago. It is hoped that the work will be completed in the 1960 construction season.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:fp fn

PRINEVILLE-CROOK COUNTY
CHAMBER OF COMMERCE

PRINEVILLE, OREGON

Dec. 17, 1959

Cooper

Mr. W. C. Williams, State Highway Engineer
State Highway Dept.
Salem, Oregon

Dear Mr. Williams:

I have been asked by a number of people who live up Paulina way about when the next contract for another addition to State Highway 380 will be let and when will work begin.

We have been noticing various contracts being let but this one seems to be missing.

We would appreciate it if you could give some information on the matter.

Respectfully,

Ivan J Chappell

Ivan J. Chappell, Manager

Ecw

2-1048 Corvallis-Hughes Rd. Sec. 1960
of Pac. Hwy. W. (Paving)
#5631

RECEIVED
APR 20 1961

W. C. Williams

NOTED
W. C. WILLIAMS

April 17, 1961

Corvallis-Hughes Road
Contract No. 5631
2-1048

FINAL COST ANALYSIS
Paving
Contractor: Warren Northwest Co.
Resident Engineer: L. L. MacIntyre

Pacific Highway West
Prefix No. 2-1048

Item 5631	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Removal of Conc. Headwalls	100%	All	400.00		365.00	400.00
Blade Grader	8	Hours	12.50	11.69	93.53	100.00
24" Concrete Pipe	12	Lin. Ft.	5.00	4.90	58.83	60.00
36" Concrete Pipe	60	Lin. Ft.	8.00	7;55	453.22	480.00
Pit Run Gravel	4,981	Cu. Yd.	1.30	1.12	5,596.06	6,475.30
3/4"-0 Mat'l in Base	6,465	Cu. Yd.	2.60	2.35	15,177.54	16,809.00
Sprinkling	254	M-Gal.	3.00	2.61	663.69	762.00
Cl. B Asphalt Concrete	15,852.75	Ton	5.35	5.06	80,177.88	84,812.21
RS-1 Asphalt	76.18	Ton	40.00	37.66	2,869.10	3,047.20
Extra for Paving Approaches	18	Each	25.00	22.11	398.02	450.00
Furnish & Place Aggregates	3,234	Cu. Yd.	3.50	2.80	9,046.37	11,319.00
120-150 Asphalt	188.58	Ton	34.00	32.13	6,058.69	6,411.72
Guide Posts, Type W-2	220	Each	5.75	5.75	1,265.00	1,265.00
Force Account					2,852.39	3,078.61
					$125,075.32	$135,470.04

Gross Revenue	$ 135,470.04
Total Cost	125,075.32
Net Profit	$ 10,394.72

Net Profit equals 7.7% of Gross Revenue

DETAIL OF COST - Contract No. 5631

Labor:		
Labor	$ 21,121.81	
Labor Insurance	1,294.77	
Health, Welfare and Pension	671.67	$ 23,088.25
Materials:		
Royalty on Pit Run Gravel	495.50	
Amount Paid for Class "B" Aggregate	15,852.75	
Amount Paid for 85-100 Asphalt in Mix	22,671.13	
RS-1 Asphalt	2,254.93	
120-150 Asphalt	5,297.21	
Amount Paid for Oiling Aggregate	4,527.60	
Amount Paid for 3/4"-0 Base Rock	9,051.00	
Material used in Force Account	439.53	
24" Concrete Pipe	44.00	
36" Concrete Pipe	361.20	60,994.85
Equipment Rental & Miscellaneous Supplies:		
Equipment Rental, Owned	11,301.93	
Equipment Rental, Hired fully operated	15,680.12	
Gas, Oil, Grease and Heating Oil	5,573.83	
Bond	758.63	
P.U.C.	175.40	
P.L. and P.D. Insurance	264.02	
Small Tools and Miscellaneous Supplies	485.70	
Move In, Freight and Cartage	446.14	
Amount Paid J.C. Denton for Guid Post Installation	1,265.00	
Home Office and General Overhead	4,741.45	40,992.22
	TOTAL COST	$ 125,075.32

Remarks - Contract No. 5631

This was a "State Project" calling for the paving of 8.30 miles of highway roadbed and widening existing shoulders on the Corvallis-Hughes Road Section of the Pacific Highway West in Benton County.

The contract was bid March 29, 1960, awarded April 21st. Work started May 12th and the project was completed September 3, 1960.

The contractor purchased pit run gravel from the Builder Supply Co., and hauled the material with hired trains and processed with the contractor's equipment.

The Class "B" asphaltic concrete was produced at the Builder's Supply Co., stockpile site where the contractor had his paving plant set up to produce the material for the Kins Valley-Read Creek project. A total of 15,852.75 tons of Class "B" asphaltic concrete was produced and laid in 112 hours for an average of 141 tons per hour which was good production. The material was hauled with ten hired trucks and processed with the contractor's equipment which consisted of one Barber-Greene paver and two rollers. The shoulder aggregate was purchased from Corvallis Sand & Gravel Co., hauled with hired trucks and processed with the contractor's equipment.

The guide posts were installed by the J.C. Denton Co., at bid prices.

The contractor had good bid prices, fair equipment and good supervision realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
NOV - 4 1960
FOR FILING
2-1849

5631

November 4, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

State Highway contract #5631 for paving the Corvallis-Hughes Road Section of Pacific Highway West in Benton County was completed by the contractor, Warren Northwest, Inc., on September 2, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $4,135.20 will be released to the contractor on or after November 14, 1960. The total contract amount is $135,470.04, of which amount $3,078.61 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

RECEIVED
SEP 27 1960
FOR FILING
2 1049
5631

September 27, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on contract #5631 for paving the Corvallis–Hughes Road Section of Pacific Highway West in Benton County.

This payment, in the amount of $8,779.95, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,971.40. The present payment will be released on or after October 7, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

Form E-1—(Rev.)—

2. 1049

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 3rd, 1960

Section CORVALLIS - HUGHES ROAD

Kind of work Paving

Highway Pacific West County Benton

Section prefix 2-1048

Contractor Warren Northwest Inc.

Contract number 5631

Date of contract April 21st, 1960

Specified work days 95 Beg. 5-2-60

Date work started May 17th, 1960

Work days used 77

Project authorization $ 153,934.31

Exclusive of engineering $ 142,987.87

Per cent of time elapsed 81.1 %

Estimated cost of completed project, exclusive of engineering $ 140,212.89

Estimated per cent [illegible] underrun -1.9 %

Per cent of contract completed, based on estimated cost 100.0 %

Engineering authorization $ 10,946.44

Engineering cost to date $ 8,102.13, 74.0 %

Date project was completed September 2nd, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100%		100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed.

FINAL REPORT

Semi-final Estimate will be delivered to Division Office by Sept. 8, 1960.

NOTED

Note.
M. N. Juve

...ON
...ED
SEP 6 1960

EyB

Signed L. L. MacIntyre, Res. Eng.

Address 1101 N. Pacific Hwy., Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.13	7.13		8.30	8.30
Miles partially completed	7.13	7.13		8.30	8.30
Miles completed	7.13	7.13		8.30	8.30
Total estimated quantities (contract)	290 hrs	14,300		232	13,600
Total quantities corrected to date	8 hrs	11,446		264.76	15,852.75
Estimated quantities moved or placed to date	8 hrs	11,446		264.76	15,852.75
Average daily quantities	0	0		0	0
Average daily quantities necessary to complete project on time	0	0		0	0
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men	2
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Pt. Cloudy		
Tuesday	Fair		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Clearing		
Saturday			

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FOR FILING
2-1048
5631

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section Corvallis-Hughes Road Highway Pacific West

County Benton MP ______ to MP ______ Contractor Warren Northwest

Resident Engineer L. L. McIntyre Inspector ______

Date Completed June, 1960 Date Reported June 30, 1960

Type and Thickness of Wearing Surface 3½" B A. C. ____ Oil Mat ______ Seal.

N, [✓ S] E, W from MP or Sta. 852							[✓ N,] S, E, W from MP or Sta. 414						
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal			Total	Per Mile	Top	Base	Seal
1	750	101	101	x			1	750	97	97	x		
2	1500	204	103	x			2	1500	206	109	x		
3	2250	308	104	x			3	2250	319	113	x		
4	3000	410	102	x			4	3000	417	98	x		
5	3750	507	97	x			5	3750	525	106	x		
6	4500	609	102	x			6	4500	631	106	x		
7	5250	714	105	x			7	5250	740	109	x		
Average Roughness Per Mile 102"							Average Roughness Per Mile 105.7"						

Remarks: This is 3½" A.C. over old existing P.C.C.

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

FORM E-129

RECEIVED
MAY 11 1960
FOR FILING

2-10-P

5631

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 10, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5631, awarded April 21, 1960,
> for paving the Corvallis-Hughes Road
> Section of Pacific Highway West in
> Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
APR 25 1960
FOR FILING

2648

5631

A

April 22, 1960

Warren Northwest, Inc.
P. O Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5631 for paving on the Corvallis-Hughes Road Section of the Pacific Highway West in Benton County.

This award was based on your bid of $132,330.50 which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

102-1049 Kings Valley-Read Cr. Sec. 1960
of Kings Valley Hwy. (Pav.)
#5632

RECEIVED
[illegible] 1961
FOR FILING

102-1049
Kings Valley-Read Creek
Contract No. 5632

April 17, 1961

FINAL COST ANALYSIS
Paving
Contractor: Warren Northwest Co.
Resident Engineer: D.C. King

NOTED
W. C. WILLIAMS

Benton County
Prefix No. 102-1049

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Cl. B Asphaltic Concrete	13,798.49	Ton	6.20	5.58	77,038.09	85,550.64
RS-1 Asphalt	11	Ton	50.00	47.95	527.48	550.00
Extra for Paving Approaches	4	Each	25.00	17.96	71.85	100.00
3/4"-0 Mat'l in Shoulders	1,600	Cu.Yd.	3.60	3.24	5,188.47	5,760.00
Sprinkling	102	M-Gal.	4.50	4.02	409.61	459.00
3/4"-0 Mat'l in Shoulder	1,988	Cu.Yd.	3.60	3.24	6,478.63	7,156.80
Force Account					1,096.88	1,101.69
					$90,811.01	$100,678.13

Gross Revenue	$ 100,678.13
Total Cost	90,811.01
Net Profit	$ 9,867.12

Net Profit equals 9.8% of Gross Revenue

DETAIL OF COSTS - Contract No. 5632

Labor:		
Labor	$ 20,042.47	
Labor Insurance	1,228.60	
Health, Welfare and Pension	637.35	$ 21,908.42
Materials:		
Paving Plant Aggregate	13,798.40	
85-100 Asphalt in Mix	19,725.64	
RS-1 Asphalt	325.00	
Amt. Paid for 3/4"-0 Shoulder Material	5,023.20	38,872.24
Equipment Rental & Miscellaneous Expenses:		
Equipment Rental, Owned	10,596.94	
Equipment Rental, Hired fully operated	9,300.34	
Gas, Oil and Grease	4,852.95	
Bond	563.48	
P.U.C.	150.40	
P.L. and P.D. Insurance	272.96	
Small Tools and Miscellaneous Supplies	376.90	
Move In, Freight and Cartage	392.65	
Home Office and General Overhead	3,523.73	30,030.35
	TOTAL COST	$ 90,811.01

Remarks - Contract No. 5632

This was a "State Project" calling for the paving of 5.70 miles of highway roadbed on the Kings Valley-Read Creek Section of the Kings Valley Highway in Benton County.

The contract was bid March 29, 1960, awarded April 21st. Work started April 26th and the project was completed June 25, 1960.

The contractor moved in and set up his paving plant at Fisher Island, the location of the Builder's Supply Company crushing plant site. The erection of the plant was completed May 6th. The laying of the Class "B" asphaltic concrete was started May 9th. A total of 13,798.49 tons were laid in 104 hours for an average of 133 tons per hour which was good production. The Class "B" mix was hauled with 14 hired trucks and processed with one Barber-Greene paver and three rollers.

The 3/4"-0 crushed gravel used in the shoulders was purchased from the Corvallis Sand & Gravel Company and hauled with 12 hired trucks and processed with one blade, two rollers and one water wagon.

The contractor had good bid prices, fair equipment, and good supervision realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

A

RECEIVED
JUL 29 1960
FOR FILING

102-1049

5632

July 28, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

State Highway contract #5632 for paving the Kings Valley-Read Creek Section of the Kings Valley Secondary Highway in Benton County was completed by the contractor, Warren Northwest, Inc., on June 25, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $2,987.29 will be released to the contractor, on or after August 8, 1960. The total contract amount is $100,678.13, of which amount $1,101.69 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsiblity for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

RECEIVED
JUL 13 1960
FOR FILING

123-1-49

5632

July 12, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5632 for paving the Kings Valley-Reed Creek Section of the Kings Valley Secondary Highway in Benton County.

This payment, in the amount of $17,944.51, will be released to contractor on or after July 22, 1960. The retained percentage is $2,987.29.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

102-1049

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OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2, 1960

Section Kings Valley - Read Creek

Highway Kings Valley County Benton

Contractor Warren Northwest, Inc.

Date of contract April 21, 1960

Date work started April 26, 1960

Project authorization $109,676.25

Exclusive of engineering $101,877.05

Kind of work Paving

Section prefix 102-1049

Contract number 5632

Specified work days 85

Work days used 28

Per cent of time elapsed 33 %

Estimated cost of completed project, exclusive of engineering $100,678.58

Estimated per cent ~~overrun or~~ underrun 1.2 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $7,799.20

Engineering cost to date $3,935.00, -49.5 %

Date project was completed June 25, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100%	AC 100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate was completed and delivered to the Division Office on Monday, June 27, 1960.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUL 5 1960
NOTED-- ☐ CE ☑ ACE ☐ ACE ☑ ☐ CCE

NOTED

Signed D C King Resident Engineer

Address 1101 North Pacific Highway, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.70			5.70
Miles partially completed					
Miles completed		5.70			5.70
Total estimated quantities (contract)		1,600 cy			14,500
Total quantities corrected to date		3,588 cy			13,798.49
Estimated quantities moved or placed to date		3,588 cy			13,798.49
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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FOR FILING
102-1049
5632

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **Kings Valley-Reed Creek** Highway **Kings Valley**

County **Benton** MP______ to MP________ Contractor **Warren Northwest**

Resident Engineer **D. C. King** Inspector__________

Date Completed **June, 1960** Date Reported **June 30, 1960**

Type and Thickness of Wearing Surface **3½" B** A. C.____Oil Mat__________Seal.

[✓ N] S, E, W from MP or Sta. **402**

Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Test Run On Base	Test Run On Seal
1	750	93	93	x		
2	1500	190	97	x		
3	2250	281	91	x		
4	3000	372	91	x		
5	3750	462	90	x		
6	4500					

Average Roughness Per Mile **92.4"**

N, [✓ S] E, W from MP or Sta. **378**

Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Test Run On Base	Test Run On Seal
1	750	101	101	x		
2	1500	203	102	x		
3	2250	300	97	x		
4	3000	389	89	x		
5	3750	487	98	x		
6	4500					

Average Roughness Per Mile **94.6"**

Remarks: **Excessive roughness in Miles 1 & 2 southbound due to dirt and rock on road. (Logging) This is over existing surfacing. Southbound average does not include Mile 1 & 2.**

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

RECEIVED
JUN - 6 1960
FOR FILING

1

COMMISSIONERS
[illegible] MCIVER, [illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

02-1049

5632

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 3, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5632, awarded April 21, 1960, for paving the Kings Valley-Read Creek Section of Kings Valley Secondary Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

A

RECEIVED
[illegible] 1960
FOR FILING
10-2-1049

5632

April 22, 1960

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5632 for paving on the Kings Valley-Read Creek Section of the Kings Valley Highway in Benton County.

This award was based on your bid of $96,490. which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

4-8315 Elsie-Sunset Camp Rock Prod. 1960
Proj. on Sunset Hwy.
#5633

18

RECEIVED
V -4 1960
FOR FILING
- 1315

5633

November 4, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5633 for the Elsie-Sunset Camp Rock Production Project on the Sunset Highway in Clatsop-Washington-Tillamook Counties was completed by the contractor, Vanaken Sand & Gravel Co., on August 12, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $2,964.02 will be released to the contractor on or after November 14, 1960. The total contract amount is $65,391.85, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
Lester Hughes, Insurance
Box 186
Forrest Grove, Oregon

H

RECEIVED
SEP [illegible] 1960
FOR FILING
1316
5633

September 27, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Vanaken Sand & Gravel Co., on contract #5633 for the Elsie-Sunset Camp Rock Production Project on the Sunset Highway in Clatsop-Washington-Tillamook Counties.

This payment, in the amount of $8,451.51, will be released to contractor on or after October 7, 1960. The retained percentage is $1,930.76.

The State is not aware of any unpaid claim for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
Lester Hughes Insurance
Box 186
Forest Grove, Oregon

Form E-1—(Rev.)—

4 - 8315

N

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 10, 19 60

Section Elsie - Sunset Camp

Highway Sunset County Clat.Wash.Till.

Contractor Vanaken Sand and Gravel Co.

Date of contract April 21, 19 60

Date work started April 28, 19 60

Project authorization $ 69,130.13

Exclusive of engineering $ 64,214.21

Kind of work Rock Production

Section prefix 4 - 8315

Contract number 5633

Specified work days 70

Work days used 57

Per cent of time elapsed 81.43 %

Estimated cost of completed project, exclusive of engineering $ 64,214.21

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100.00 %

Engineering authorization $ 4,915.92

Engineering cost to date $ 4,421.32, 89.94 %

Date project was completed August 12, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100.00

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final will be submitted to Division Office upon receipt of "Public Works Contractor Wage Certification, Form 124-RE-1".

NOTED

CONSTRUCTION DIVISION
RECEIVED
SEP 12 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE
y 6

NOTED
C. E. PAULSEN

Signed

Address PO Box 4699, Sellwood Sta., Portland 2,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			16,400		
Total quantities corrected to date			17,558.5		
Estimated quantities moved or placed to date			17,558.5		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JUN - 6 1960
FOR FILING

A

COMMISSIONERS
[illegible]VER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

II 8215

5633

June 3, 1960

Vanaken Sand & Gravel Co.,
P. O. Box 247
Forest Grove
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5633, awarded April 21, 1960, for the Elsie-Sunset Camp Rock Production Project on the Sunset Highway in Clatsop-Washington-Tillamook Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

RECEIVED
APR 25 1960
FOR FILING
4-1315
5633

A

April 22, 1960

Vanaken Sand & Gravel
P. O. Box 247
Forest Grove, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5633 for the Elsie-Sunset Camp Rock Production Project on the Sunset Highway in Clatsop, Washington and Tillamook Counties.

This award was based on your bid of $61,449 which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

S-213(22) Nehalem R. Br. (M.P. 56.25) 1960
struc., grad. & oiling
#5634

Contract 5634 State

RECEIVED
APR 25 1962
FOR FILING

Monthly transaction number 4-84	Fo -2A (5- -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-6-62	County **Columbia**
5634		Project number **S-213(22)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 20**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project $ 103,194.00

Revised Federal funds $ 65,500.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **6** day of **April**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ C. G. Polk
Division Engineer

By: C R Backlund
L. R. Backlund
Acting Administrative Manager

USComm-DC 11170

April 4, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by a Highway Official, for the Nehalem River Bridge Section, Project No. S-213(22).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

RECEIVED

Contract 5634

5-20-60 A

Monthly Transaction No. FOR FILING	F R-2 (5 -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. S213 (22)	**FEDERAL-AID PROJECT AGREEMENT**	County Columbia
		Project No. S-213(22)

5634

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

SR 47 Nehalem River Br. & Appr.
(Nehalem River (M.P. 56.25) Bridge Section

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-9-60	0.3
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 104,546	$ 63,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ State Highway Engineer
(title)

By ________
(title)

By ________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By: R.C. Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer May 20, 1960

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Nehalem River Bridge (M.P. 56.25) Section, Project No. S-213(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:jb

May 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Nehalem River Bridge (M.P.56.25) Section, Project No. S-213(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-213(22)

NEHALEM RIVER BRIDGE (M. P. 56.25) SECTION OF THE NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 4, 1960

Type Code 3010
Roadway (Sta. 608+95 to Sta. 624+37.62)(Contract No. 5634)

Clearing and Grubbing	All Required		$ 2,000.00
Drainage Excavation, Unclassified	60 cu. yds.	$ 4.00	240.00
Embankment in Place	9,400 cu. yds.	0.85	7,990.00
Finishing Roadbed and Slopes	0.25 miles	2,000.00	500.00
Rounding Cutbanks	130 lin. ft.	0.30	39.00
12-inch Concrete Pipe	120 lin. ft.	2.50	300.00
24-inch Corrugated Metal Pipe	22 lin. ft.	7.00	154.00
Metal Guard Rail	270 lin. ft.	4.00	1,080.00
Guide Posts, Type "W-2"	26 only	7.00	182.00
Coarse Crushed Material in Base	2,300 cu. yds.	3.20	7,360.00
3/4" - 0 Material in Base	340 cu. yds.	3.30	1,122.00
Sprinkling	75 M-gals.	3.00	225.00
Preparation of Base	0.25 miles	1,000.00	250.00
Furnishing and Placing Aggregates	90 cu. yds.	5.00	450.00
120-150 Asphalt	10 tons	100.00	1,000.00
			$22,892.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Work by West Oregon Electric Corp.	All Required		1,700.00
Signing (Temp.)	All Required		500.00
	Subtotal		$25,292.00
	10% Engr. & Cont.		2,529.00
	Total		$27,821.00

Type Code X021
Nehalem River Bridge (Sta. 614+70 to Sta. 616+80)(Contract No. 5634)

Shoring, Cribbing, Etc.	All Required		$ 1,000.00
Structural Excavation	350 cu. yds.	$ 10.00	3,500.00
Structural Excavation Below Elevation Shown	20 cu. yds.	20.00	400.00
Furnish Steel Piling (10" BP 42#)	300 lin. ft.	5.00	1,500.00
Drive Steel Piles	10 only	70.00	700.00
Splice Steel Piles	2 only	50.00	100.00
Class "A" Concrete (575 cu. yds.)	All Required		40,000.00
Metal Reinforcement (124,000 lbs.)	All Required		17,300.00
Remove Old Bridge	All Required		5,000.00
8-inch Metal Drain Pipe	50 lin. ft.	5.00	250.00
	Subtotal		$69,750.00
	10% Engr. & Cont.		6,975.00
	Total		$76,725.00

Length of Roadway . . . . 0.252 Miles
Length of 1 Structure . . 0.040 Miles
Total Length . . . . . 0.292 Miles
Cost of Roadway Per Mile . $110,400.79

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 27,821.00	$16,600.00	$11,221.00
Structure	76,725.00	46,400.00	30,325.00
	$104,546.00	$63,000.00	$41,546.00

RECEIVED
SEP 1 1961
FOR FILING

5634

August 31, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5634, for structure, grading and oiling the Nehalem River Bridge Section of the Nehalem Secondary Highway in Columbia County, was completed by the contractor, Babler Brothers, Inc., on July 18, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $9,349.07 will be released to the contractor after acceptance by the Commission. The total contract amount is $93,395.91, of which amount $100.83 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Babler Brothers, Inc.
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

fp

NOTED ON CARD
fp

D Cook

FORM K-123-X

COMMISSIONERS
M. K. McIVER, PORTLAND
KENNETH N. FRIDLEY, MEMBER, Wasco
GLENN L. JACKSON, MEMBER, MEDFORD

FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
AUG 1 1961
FOR FILING
5634

July 31, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage, N.E.
Salem, Oregon

Dear Sir:

Bahler Brothers, Inc., completed work on the Nehalem River Bridge (M.P. 56.25) Project on the Nehalem River Highway in Columbia County, Contract #5634, FAP No. S-213(22), on July 18, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

mk

cc: J.W. Nash
Floyd Query
D. B. Parkes

NOTED
FLOYD QUERY

NOTED ON CARD
EC

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 7, 1961

Section Nehalem River Bridge (M.P. 56.25)

Highway Nehalem County Columbia

Contractor Babler Bros., Inc.

Date of contract April 21, 1960

Date work started ...., 19....

GRADING SECTION ONLY

Project authorization . . . . . . $ 25,753.50

Exclusive of engineering . . . . $ 23,922.14

Kind of work Structure, Grading & Oiling

Section prefix 105-1047

Contract number 5634

Specified work days 140

Work days used ....

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . $ 23,785.23

Estimated per cent ~~overrun or~~ underrun . . . . 0.6 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . . $ 1,831.36

Engineering cost to date $ 2,100.17, 114.7 %

Date project was completed June 24, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate covering the grading work on this project is now complete and will be submitted to the Resident Bridge Engineer the first of next week.

FINAL REPORT

Noted
M. N. Juve

NOTED
JOHN R. OAKES

CONST[illegible]SION
REC[illegible]
JUL 10 1961

NOTED [illegible]

NOTED
[illegible]

Signed .... Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.25	0.25		0.25	
Miles partially completed					
Miles completed	0.25	0.25		0.25	
Total estimated quantities (contract)	9,440 C.Y.	2,640 C.Y.		10 T	
Total quantities corrected to date	8,000.9 C.Y.	3,140 C.Y.		11.19 T	
Estimated quantities moved or placed to date	8,000.9 C.Y.	3,140 C.Y.		11.19 T	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Showers		
Wednesday	Rain		
Thursday	Showers		
Friday	Clear		
Saturday			

RECEIVED
JUN 9 1961
FORM E-30 50M 3-61 34397
FOR FILING

5-21-(22)
5634

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1961

SUBJECT: Nehalem River Bridge (M.P. 56.25)
Nehalem Highway

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Department

Please be advised that Resident Engineer Hall has contacted Mr. McMinn of the Crown Zellerbach Corporation regarding the accesses from the subject project to the Crown Zellerbach Corporation property as referred to in Mr. McMinn's letter of May 4, 1961. Mr. Hall explained our proposed plan to Mr. McMinn, which seemed to resolve all problems pertaining to this access.

Attached is a copy of a letter from the Resident Engineer regarding this meeting. This should close the file on this matter.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. A. E. Johnson

NOTED
G. S. PAXSON

RECEIVED
JUN 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 50M 7-60 28396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
June 2, 1961

SUBJECT: 105-1047
Nehalem River Bridge
(M.P. 56.25)
Nehalem Highway

To:

Mr. J. D. Walker
Division Engineer
Office

Attention: Mr. R. D. Asburry

Reference is made to your letter of May 10, 1961 to Mr. G. S. Paxson, Assistant State Highway Engineer, regarding a request by Mr. David M. McMinn, Division Forest Engineer, Crown Zellerbach Corporation, Vernonia, that we leave in place a section of the existing road on the subject project.

In accordance with your request, I contacted Mr. McMinn by telephone and arranged a date with him to go over the project. I called at Mr. McMinn's office in Vernonia today and explained to him that we are going to leave in place the section of existing road that they want to serve their proposed picnic area and that the only change we plan is to eliminate the acute angle of approach and construct a new approach road at approximately 90 degrees. This was entirely satisfactory to him and he agreed that the reconstructed approach would adequately serve their proposed facilities.

The problem of maintenance of this connection road was brought up and I stated that as it was intended to serve a public recreation and picnic area, the department would in all probability maintain the approach road out to the normal right of way line.

E. J. Hall
Sr. Resident Engr.

RECEIVED
MAY 11 1961
FOR FILING

5-213(22)

5634

May 11, 1961

Mr. David R. McMinn
Division Forest Engineer
Crown Zellerbach Corporation
Vernonia, Oregon

Dear Mr. McMinn:

I have a report from our field forces that the old section of the Nehalem River Highway south of the new bridge is to be left in place and connected to our new construction. I believe this will satisfy your wishes as set forth in your letter of May 4.

Our Resident Engineer, Mr. E. J. Hall, will contact you and discuss the matter in detail.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

RECEIVED
MAY 11 1961
FOR FILING

S-213(22)

5634

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1961

SUBJECT: Nehalem River Bridge
M.P. 56.25
Nehalem Highway

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Department

Your recent letter to Mr. Johnson regarding the request by Crown Zellerbach Corporation to leave in place some of the existing road on the subject project has been referred to this office, as we retained supervision of this construction project when this portion of the Nehalem Highway was turned over to Division I.

In reviewing the situation, it would appear that Mr. McMinn, Division Forest Engineer of Crown Zellerbach Corporation, has received some false information regarding the obliterating of the existing road. It is planned to leave in place the existing road on the easterly side of the Nehalem River from approximate Station 611+50 to the bridge. The only portion of the highway on the easterly side of the highway to be obliterated is in the immediate area of the new construction to eliminate traffic from the old road coming on to the new facility at an acute angle.

A new connection is to be connected to this portion of the road at Station 611+75, which will make the traffic from the old road enter the new road at a right angle. To further explain this situation, I am attaching a print of Sheet No. 3 of the plans for the subject project showing shaded in red the portion of the existing highway to be obliterated, also the method of connecting the remaining existing highway with the new facility.

By a copy of this letter I am asking Resident Engineer Hall to contact Mr. McMinn and explain to him the proposed plan.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. A. E. Johnson
Mr. E. J. Hall
Mr. R. M. Smith

RECEIVED
MAY 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 1961
FOR FILING

4634

May 9, 1961

Mr. David R. McMinn
Division Forest Engineer
Crown Zellerbach Corporation
Vernonia, Oregon

Dear Sir:

I have your letter of May 4 concerning the use of the old highway at the Nehalem River Bridge north of Vernonia.

I have referred this to our Division Office and asked them to investigate the feasibility of making proper connections to the new highway. If this is feasible, I see no reason why we cannot go along with you in the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:mm

cc to: Mr. W. C. Williams

Salem, Oregon
May 8, 1961

Mr. A. E. Johnson

Nehalem River Bridge
M.P. 36.25
Nehalem Highway

I attach hereto copy of a letter from the Crown Zellerbach Corporation requesting that we leave in place a portion of the approach to the old Nehalem River Bridge at the above mile post.

Will you please advise whether this is feasible and if so, make whatever arrangements are necessary to make connection with this old road.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

MAIL TO
MIST ROUTE

Crown Zellerbach Corporation MANUFACTURERS OF PULP AND PAPER

VERNONIA, OREGON

May 4, 1961

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

The plans for the Nehalem River Bridge at M.P. 56.25 about four and one miles north of Vernonia as shown on sheet No. 3 of project No. S-213(22) indicate that the old highway on southerly side of new highway between stations 611+50 and 614+00 is scheduled for obliteration. As shown on this sheet, there are two road approaches to the old highway which give access to this tract of land which now belongs to Crown Zellerbach Corporation. Our plans will require use of these approaches.

Will it be possible to amend your plans and specifications to retain this old section of highway in its present condition and eliminate from the specifications the item of obliteration as indicated on the plans?

The prime use of this area adjacent to the river will be for a public picnic and recreation spot.

Sincerely

CROWN ZELLERBACH CORPORATION

David R. McMinn

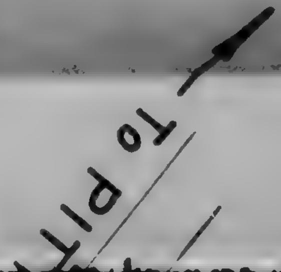
David R. McMinn
Division Forest Engineer

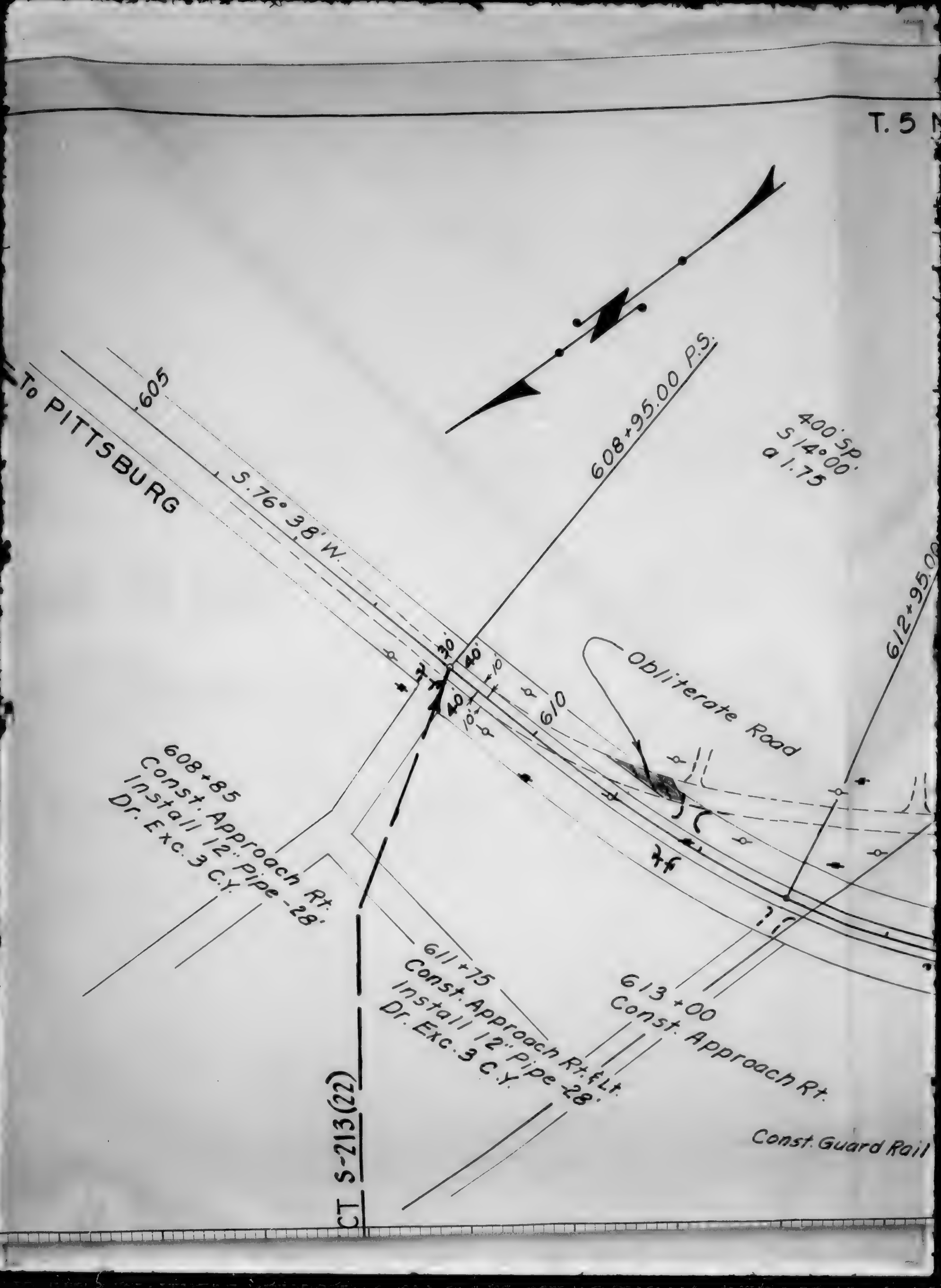
DRM:im

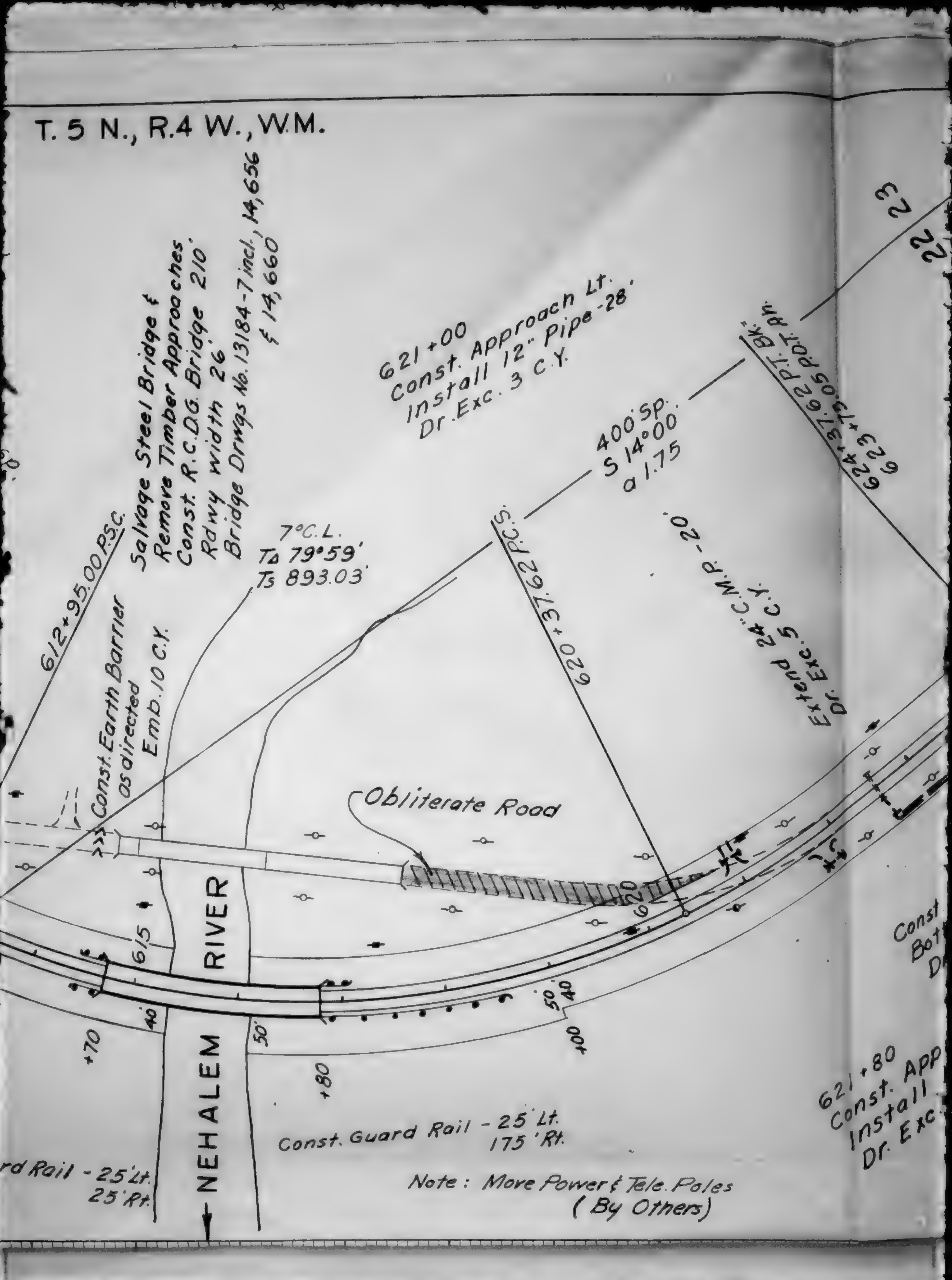
RECEIVED
MAY 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	BRIDGE DETAILS CHECKED	T.C.R	3-1-60

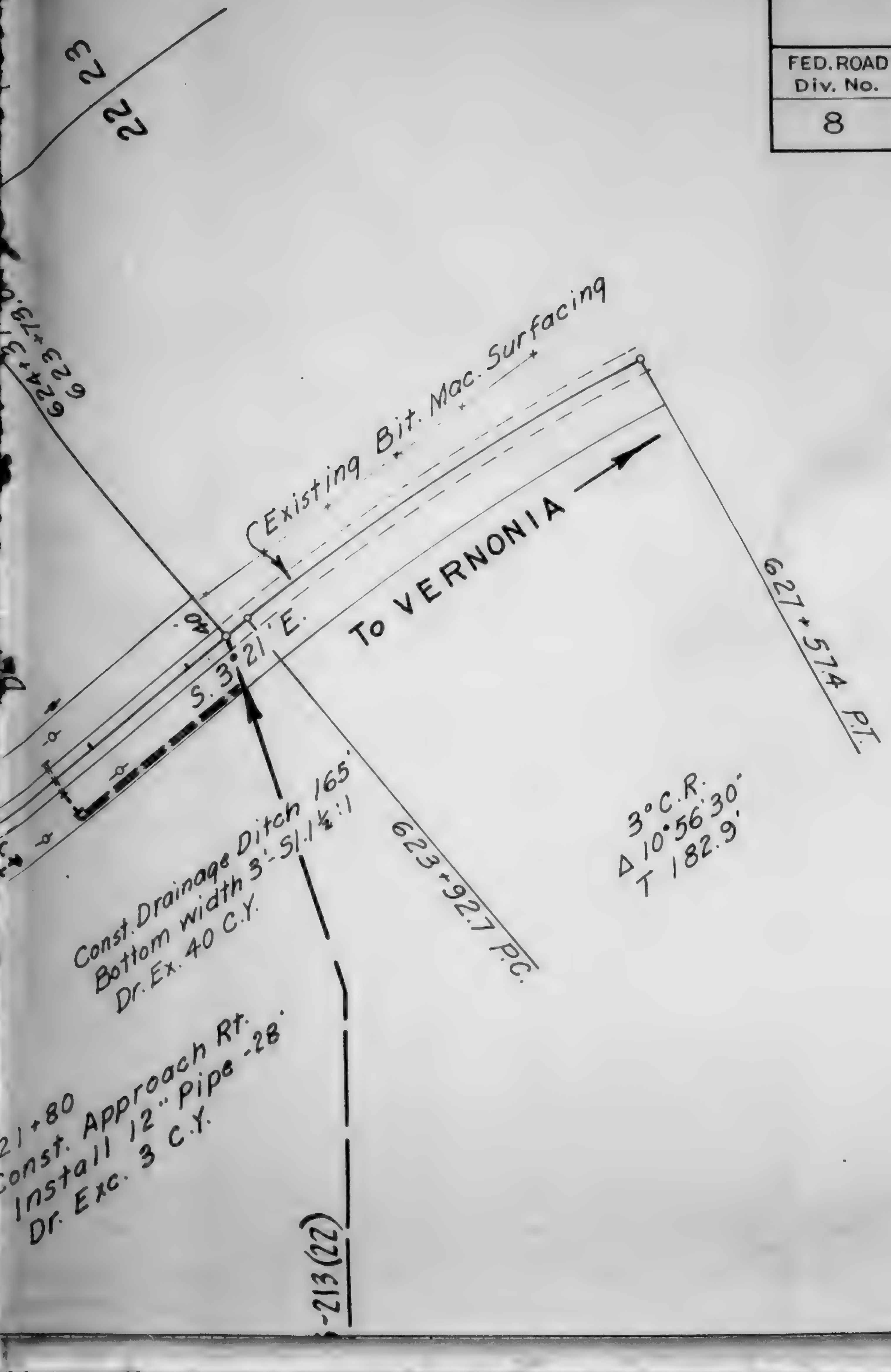



T. 5
To PITTSBURG
605
S.76° 38' W.
608+95.00 P.S.
400' Sp
S 14°00'
a 1.75
612+95.0
Obliterate Road
30
40
10
40
10
610
608+85
Const. Approach Rt.
Install 12" Pipe -28'
Dr. Exc. 3 C.Y.
611+75
Const. Approach Rt. & Lt.
Install 12" Pipe -28'
Dr. Exc. 3 C.Y.
613+00
Const. Approach Rt.
Const. Guard Rail
CT S-213(22)

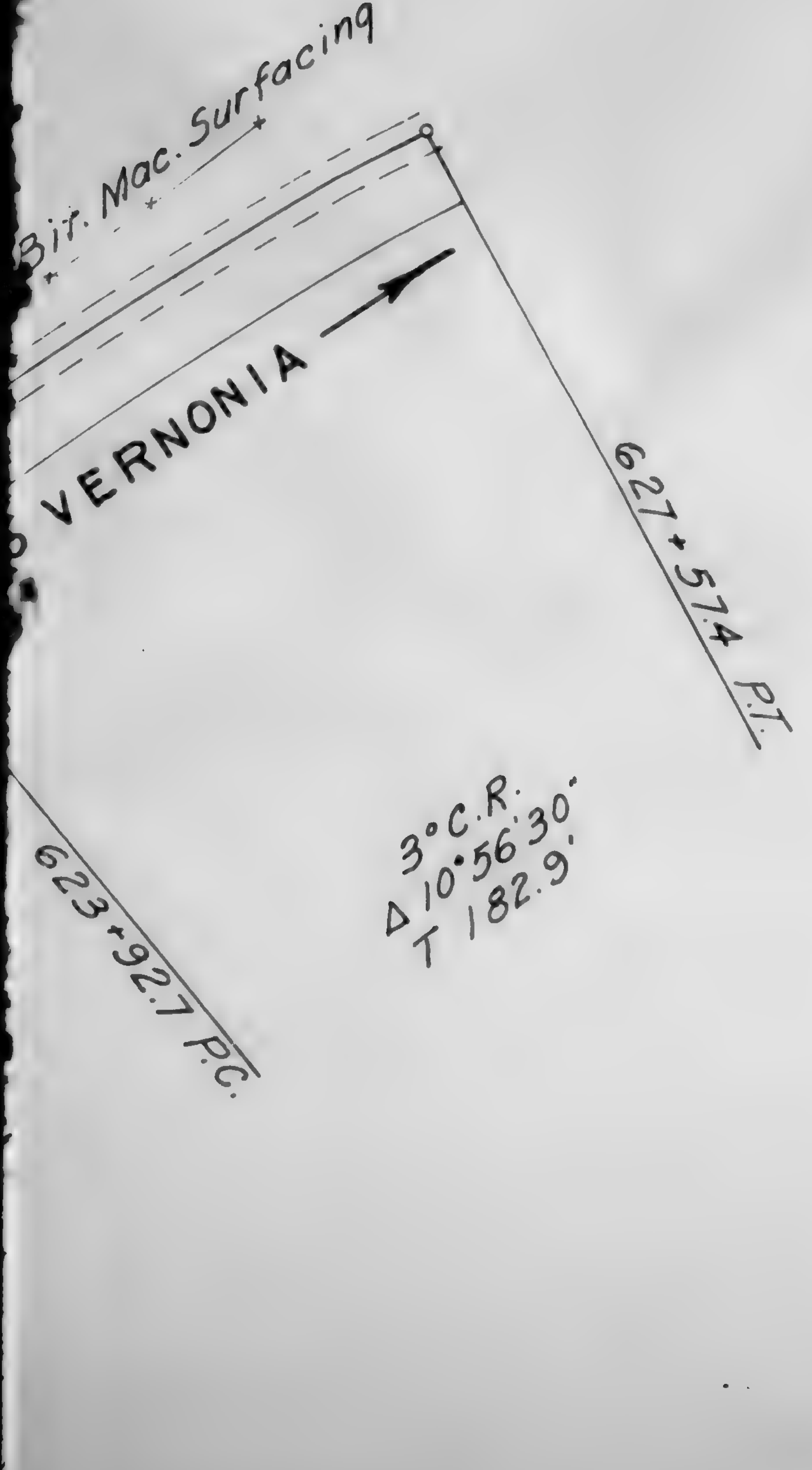

T. 5 N., R.4 W., W.M.
Salvage Steel Bridge &
Remove Timber Approaches
Const. R.C.D.G. Bridge 210'
Rdwy width 26'
Bridge Drwgs No. 13184-7 incl., 14,656
& 14,660
621+00
Const. Approach Lt.
Install 12" Pipe-28'
Dr. Exc. 3 C.Y.
400' Sp.
S 14°00
a 1.75
624+37.62 P.T. Bk.
623+72.05 P.O.T. Ah.
22
23
612+95.00 P.S.C.
7° C.L.
TΔ 79°59'
Ts 893.03'
620+37.62 P.C.S.
Extend 24" C.M.P. -20'
Dr. Exc. 5 C.Y.
Const. Earth Barrier
as directed
Emb. 10 C.Y.
Obliterate Road
615
620
RIVER
NEHALEM
40
50
+70
+80
50
40
+00
Const
Bott
Dr
Const. Guard Rail - 25' Lt.
175' Rt.
rd Rail - 25' Lt.
25' Rt.
Note: Move Power & Tele. Poles
(By Others)
621+80
Const. App
Install
Dr. Exc.

NEHALEM RIVER BRIDGE (MP. 56.2
NEHALEM HIGHWAY
COLUMBIA COUNTY

FED. ROAD Div. No.	STATE	PROJE NUMBE
8	OREGON	S-213(2


22 23
624+31.
623+79.0
Existing Bit. Mac. Surfacing
S. 3°21' E.
To VERNONIA
627+57.4 P.T.
623+92.7 P.C.
3° C.R.
Δ 10°56'30"
T 182.9'
Const. Drainage Ditch 165'
Bottom width 3'-Sl.1½:1
Dr. Ex. 40 C.Y.
21+80
Const. Approach Rt.
Install 12" Pipe -28'
Dr. Exc. 3 C.Y.
-213(22)

NEHALEM RIVER BRIDGE (MP. 56.25) SECTION NEHALEM HIGHWAY COLUMBIA COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-213(22)		See Index

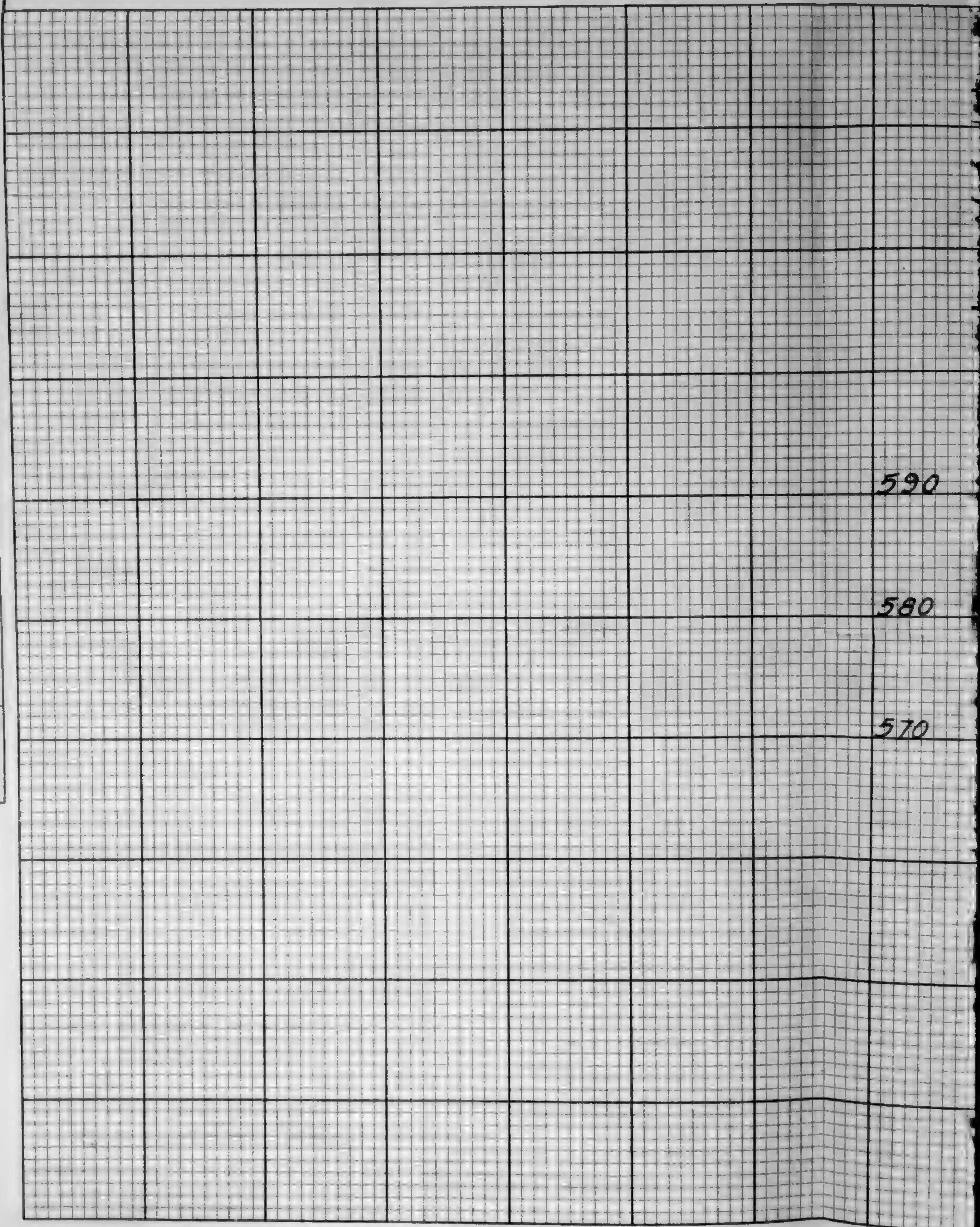

Bit. Mac. Surfacing
VERNONIA
627+57.4 P.T.
3°C.R.
Δ10°56'30"
T 182.9'
623+92.7 P.C.

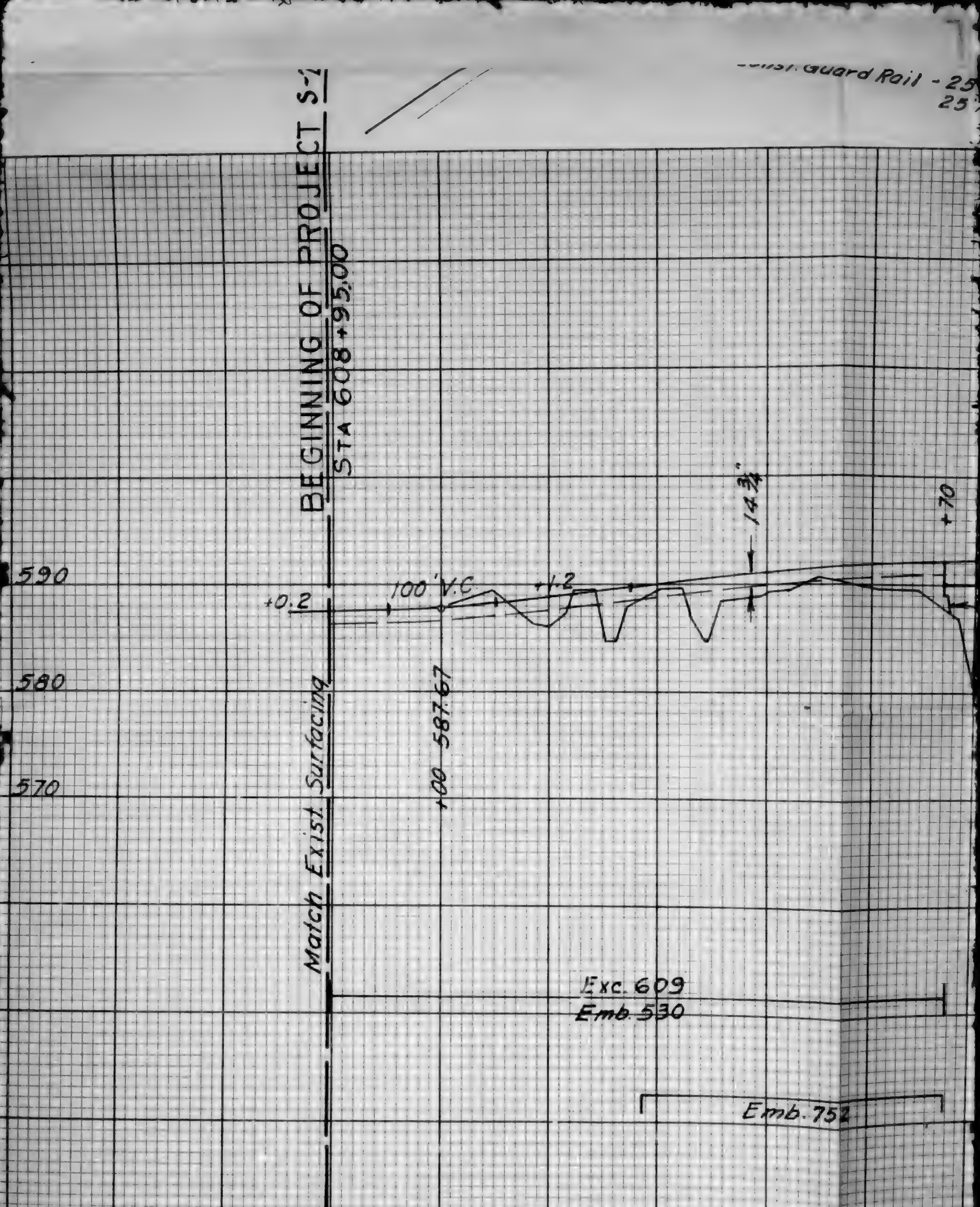
ORIGINAL SURVEY

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

NOTE BOOK

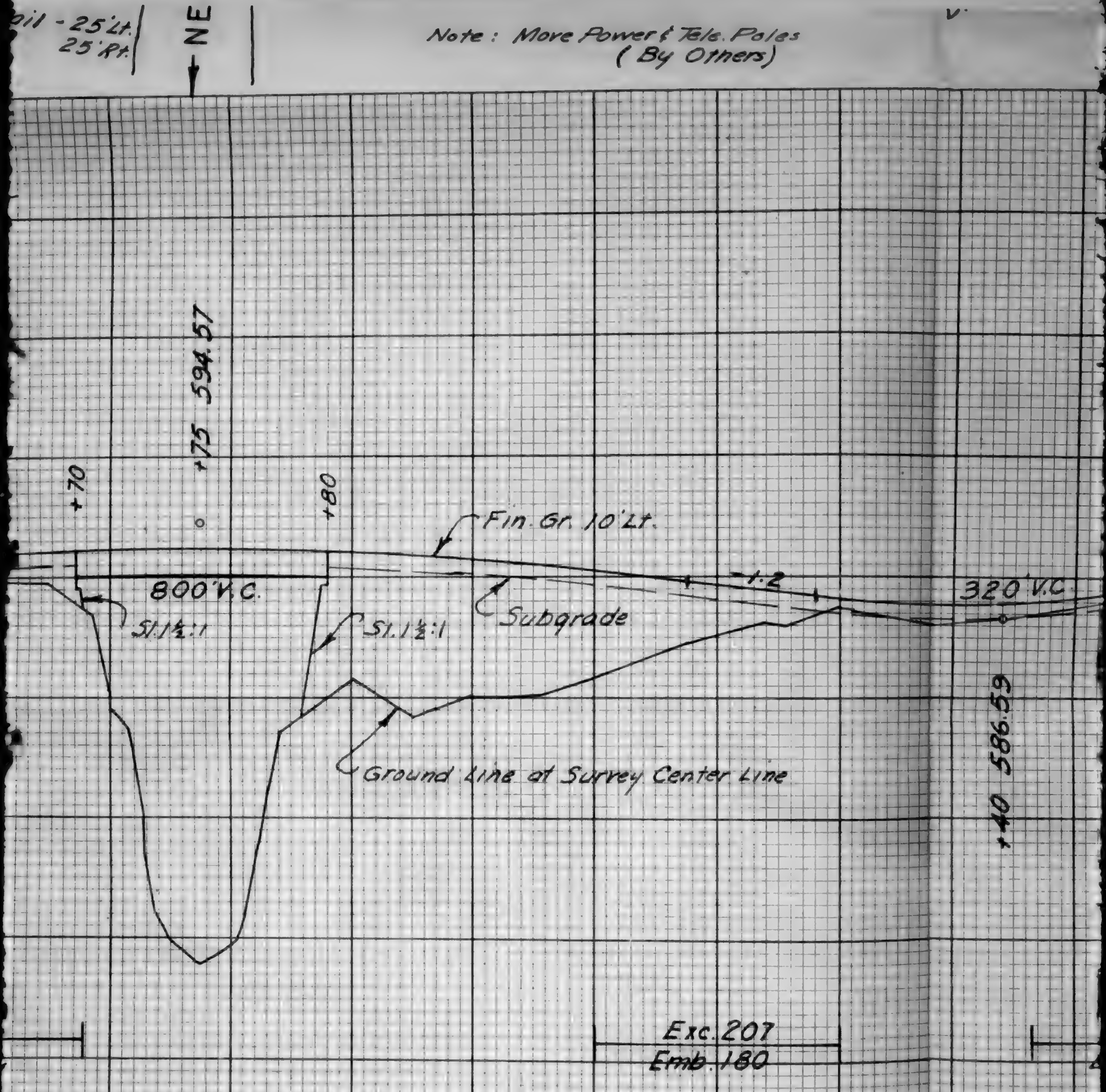
NO.

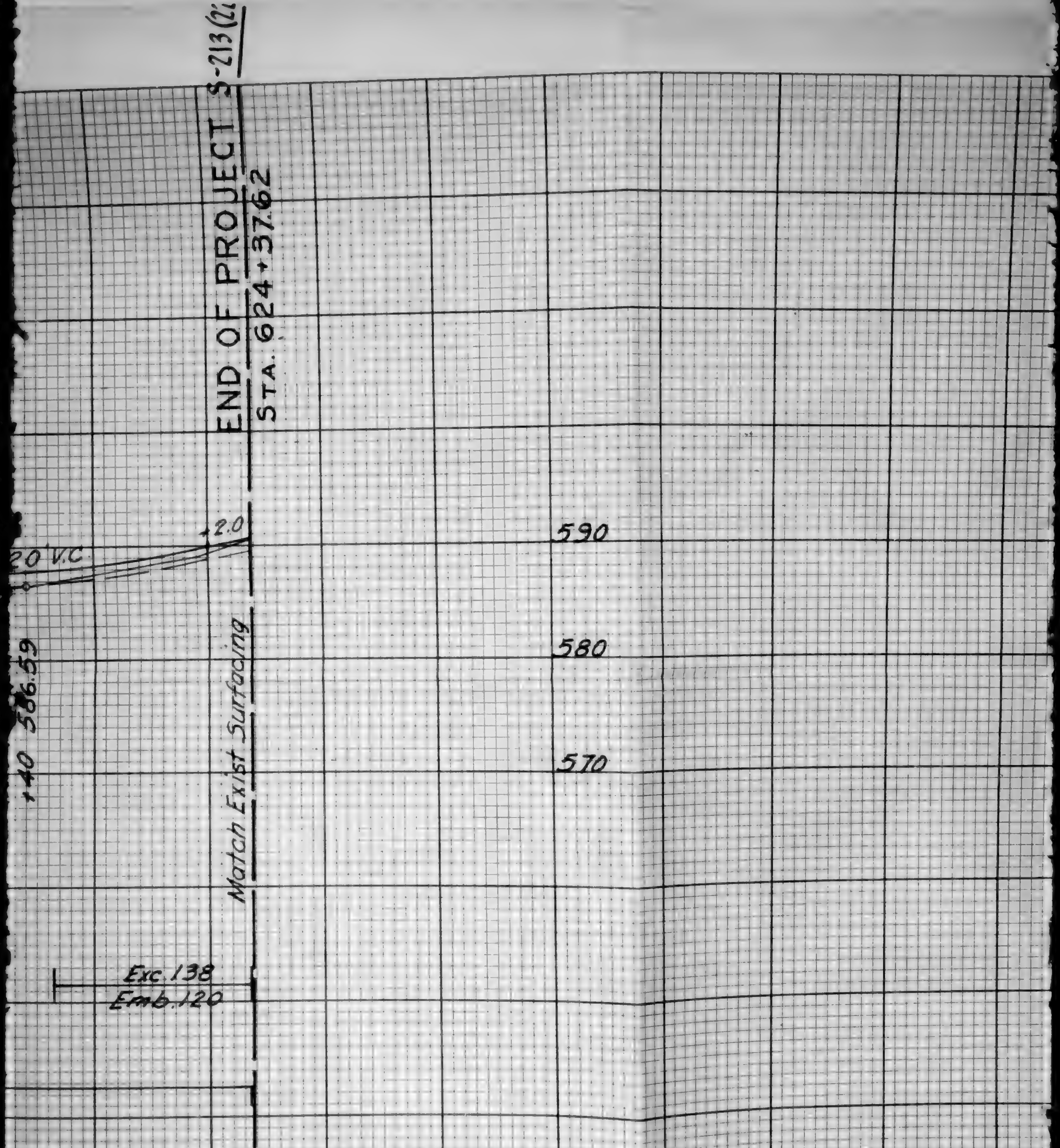



Exist. Guard Rail - 25
25
BEGINNING OF PROJECT S-1
STA 608+95.00
Match Exist. Surfacing
590
580
570
+0.2
100' V.C.
+1.2
14¾"
+70
+00 587.67
Exc. 609
Emb. 530
Emb. 752
610
615

oil - 25' Lt.
25' Rt.

Note: Move Power & Tele. Poles
(By Others)


NE
+70
+75 594.57
+80
Fin. Gr. 10' Lt.
800' V.C.
Sl. 1½:1
Sl. 1½:1
Subgrade
-1.2
320' V.C.
+40 586.59
Ground Line at Survey Center Line
Exc. 207
Emb. 180
Emb. 6967
615
620


END OF PROJECT S-213(2
STA. 624+37.62
+2.0
20 V.C
590
580
570
+40 586.59
Match Exist Surfacing
Exc. 138
Emb. 120
625

A

RECEIVED
FORM E-30X—50M—2-55—1910

FOR FILING
S 213(22)
5634

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 26, 1960

To: MEMORANDUM

SUBJECT: Utility Billing - Final Voucher
Oregon Project S-213 (22)
West Oregon Electric Cooperative, Inc.

A 100% audit has been made of the Utility bill submitted by the West Oregon Electric Cooperative, Inc., in accordance with the provisions of the Approved Secondary Road Plan (unqualified approval).

No citations were made on this bill. The total amount, $1,271.92, as claimed by the West Oregon Electric Cooperative, is approved for payment as substantiated by audit work papers and claimed as eligible for Federal Participation in accordance with PPM 30-4, Bureau of Public Roads.

C. H. Maison
Auditor

Bureau of Public Roads
R. L. Porter (2)
Carl Smith
General Files

RECEIVED
JUN - 6 1960
FOR FILING

2 213(22)

5634

A

COMMISSIONERS
[illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 3, 1960

Babler Brothers, Inc.,
4617 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5634, awarded April 21, 1960, for structure-grading-oiling the Nehalem River Bridge Section of the Nehalem Secondary Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

RECEIVED
APR 25 1960
FOR FILING
S 215(22)
5634

A

April 22, 1960

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland 2, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5634 for structure, grading and oiling on the Nehalem River Bridge on Nehalem Highway in Columbia County.

This award was based on your bid of $92,642. which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

Form E-1—(Rev.)—

A-313(22)
5634

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 8, 1960

Section Nehalem River Bridge (M.P. 56.25)

Kind of work Structure, Grading & Oiling

Highway .... County ....

Section prefix ....

Contractor ....

Contract number ....

Date of contract ...., 19....

Specified work days 140

Date work started ...., 19....

Work days used ....

Project authorization . . . . . $........

Exclusive of engineering . . . . . $........

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . . $........

Estimated per cent overrun or underrun . . . .%

Per cent of contract completed, based on estimated cost . . . .%

Engineering authorization . . . . . $........

Engineering cost to date $ 320.00, ...%

Date project was completed ...., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The field crew worked four days laying out bridge, running center line, and setting slope stakes.

Contractor intends to start clearing and grading work next week weather permitting.

NOTED

CONSTRUCTION DIVISION
RECEIVED
APR 11 1960
NOTED-- CE ACE ACE COE

C. E. [illegible]

Signed A. M. Bidell Transitman

Address P.O. Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.25	0.25		0.25	
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	9,440	2,640		10	
Total quantities corrected to date	9,440	2,640		10	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Overcast		
Friday	Rain		
Saturday			

6-4225 McCullough (Coos Bay) Br. 1960
Maint. Painting on Oregon
#5635 Coast Hwy.

RECEIVED
NOV 18 1960
FOR FILING

6-4[illegible]

5635

November 17, 1960

Premier Insurance Company
311 Selling Building
Portland 5, Oregon

Attention: Mr. T. C. Hughes
Subrogation Department

Gentlemen:

This is to acknowledge receipt of your letter of November 16 requesting the name and address of the painting contractor that was working on the McCullough Bridge at North Bend about August 15, 1960.

Our records indicate that the contractor was A. H. Barbour & Son, Inc., 2828 N. E. Alberta Street, Portland 11.

This is State Highway Contract No. 5635 for maintenance painting the McCullough Bridge on the Oregon Coast Highway in Coos County. This project was awarded April 21, completed September 29, and accepted by the State Highway Commission November 3, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

PREMIER INSURANCE COMPANY

639 SOUTH SPRING STREET
LOS ANGELES 14, CALIFORNIA

519 CALIFORNIA STREET
SAN FRANCISCO 4, CALIFORNIA

311 SELLING BUILDING
PORTLAND 5, OREGON

November 16, 1960

State Hiway Department
Salem, Oregon

Re: Claim: #358-392
Insured: Willis Sutton
Date of Loss: 8-15-60

Gentlemen:

Please supply us with the name and address of the painter working on the McCullough Bridge at North Bend about August 15, 1960.

A.H. Barbour & Son Inc.
#5635

Yours truly,

PREMIER INSURANCE COMPANY

T.C. Hughes
T.C. Hughes
Subrogation Department

TCH:mr

RECEIVED
NOV 17 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Please address correspondence to office indicated by date

RECEIVED
OCT .. 1960
FOR FILING
6-4[illegible]

5635

71

October 26, 1960

Peerless Insurance Co.,
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5635 for maintenance painting of the McCullough Bridge on the Oregon Coast Highway in Coos County was completed by the contractor, A. H. Barbour & Son, Inc., on September 29, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $12,121.20 will be released to the contractor after acceptance by the Commission. The total contract amount is $69,264.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Co.,
Dooly & Company
Board of Trade Bldg.,
Portland 4, Oregon

RECEIVED
SEP 15 1960
FOR FILING
6 4226

5635

September 14, 1960

General Accident Group of
Insurance Companies
Oregon Service Office
910 Wilcox Building
Portland 4, Oregon

Attention: Mr. Carl V. Mautz

Gentlemen:

This is to acknowledge receipt of your letter of September 13 concerning the paint spray damage to Fred L. Nielsen's automobile, which occurred while crossing the Bay Bridge on Highway 101, just north of North Bend.

We have conferred with our Bridge Division and they have informed us that A. H. Barbour & Son, Inc., 2828 N. E. Alberta St., Portland 11, has a maintenance painting contract on the McCullough Bridge. Upon examining our resident bridge engineer's report, it was found that the contractor was working on this project on August 4, 1960.

The surety on this State Highway Contract No. 5635 is the Peerless Insurance Company, and the agent is Dooly & Co., Board of Trade Building, Portland 4.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

PENNA GENERAL Insurance Company
GENERAL ACCIDENT Fire and Life ASSURANCE CORPORATION
Potomac Insurance Company

GENERAL ACCIDENT GROUP
OF INSURANCE COMPANIES

CARL V. MAUTZ
MANAGER

OREGON SERVICE OFFICE
910 WILCOX BUILDING
PORTLAND 4, OREGON
TELEPHONE: CAPITOL 8-0236

September 13, 1960

State Highway Commission
Salem, Oregon

Re: Our File - 26 S 6047
Assured - Fred L. Nielsen
Kind/Loss - Paint Spray
Date/Loss - 8/4/60

Gentlemen:

Fred L. Nielsen owns a 1960 Buick and was crossing the Bay Bridge on Highway 101 just north of North Bend, Oregon while the bridge was being spray painted.

A flagman was out to stop traffic and Mr. Nielsen was stopped being about the third car back in the line of traffic. On the flagman's signal to go, all of the cars proceeded and Mr. Nielsen's car was sprayed with paint.

We represent the Pennsylvania Insurance Company who had the comprehensive coverage on Mr. Nielsen's car and as a result of the paint being sprayed on his car it was necessary to expend the sum of $48.00 to remove the over-spray and refinish.

We assume it was your employees that were painting the bridge and that it was your flagman that indicated that the automobiles should proceed onto the bridge. If we are mistaken, kindly advise us the name of the painter and his address otherwise kindly consider this a demand for reimbursement in the amount of $48.00 and we are giving you the usual ten days notice so if this is not paid we will be able to ask for attorneys fees in the event of legal action.

Yours very truly,

Carl V Mautz

Manager

CVM/kkj

cc: Physical Damage Unit
Home Office

#5635
A.H. Barbour & Son Inc.
was working 8-4-60
(A. Mohr)

RECEIVED
SEP 14 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP [illegible] 1960
FOR FILING

6-4225
5635

September 9, 1960

Mr. Vincent E. Nedwick
660 Parrett Drive
San Mateo, California

#67

Dear Sir:

I have your letter of August 30 concerning paint damage to your automobile while driving in the vicinity of North Bend, Oregon.

I assume from your letter that you were driving on Highway US101, crossing the Coos Bay Bridge north of Coos Bay. This Department has an active contract with A. H. Barbour & Son, Inc., 2828 Northeast Alberta Street, Portland 11, Oregon, for maintenance painting on this structure, and it is possible that the damage resulted from the contractor's operations on the date mentioned in your letter.

If this contractor is responsible for the paint damage to your car, you should contact him and he no doubt will rectify the damage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Ivan Merchant

CAG:nk er

heathman hotels

Harry Heathman, Manager

HEATHMAN HOTELS

550 ROOMS
NEW HEATHMAN HOTEL PARK HEATHMAN
S. W. BROADWAY AT SALMON S. W. PARK AT SALMON
PORTLAND 5, OREGON

Aug. 30 - 1960

Oregon State Highway Commission
Salem, Oregon

Gentlemen,

I wish to advise that on Aug. 25 th, at about 9 o'clock in the morning, I was driving over the bridge just north of North Bend, Oregon. I believe this bridge crosses the slough or channel leading into the North-Bend-Coos Bay port area. At that time there were painters on the bridge. It was not until I had stopped in Eugene that I noticed my car was spattered from front to back with paint.

At the time I drove over the bridge there were no warning signs stating that painting was going on. I do remember hearing the hissing of a sprayer.

heathman hotels

Harry Heathman, Manager

HEATHMAN HOTELS

550 ROOMS
NEW HEATHMAN HOTEL S. W. BROADWAY AT SALMON
PARK HEATHMAN S. W. PARK AT SALMON
PORTLAND 5, OREGON

2

It seems only logical to me that some sort of a precaution should be taken to advise the riding public that painting is going on or better still traffic should be stopped for certain periods. When it is then permitted to move along the spray painting should be halted.

I believe I'm justified in requesting the the Oregon Highway Commission pay for the refinishing of my car.

I would appreciate an early reply.

Very truly yours

Vincent E. Nedwick
660 Parrott Drive
San Mateo, Calif.

RECEIVED
SEP 1 - 1960
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
[illegible] 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6-4225

5635

June 3, 1960

A. H. Barbour & Son, Inc.,
2828 NE Alberta Street
Portland 11
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5635, awarded April 21, 1960, for maintenance painting the McCullough Bridge on the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
APR 25 1960
FOR FILING
[illegible]
5635

April 22, 1960

A. H. Barbour & Son, Inc.
2828 N. E. Alberta Street
Portland 11, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5635 for the McCullough (Coos Bay) Bridge Maintenance Painting on the Oregon Coast Highway in Coos County.

This award was based on your bid of $69,264, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

EBF-124(17) Thomas Cr.-Brookings Unit, 1960
Burnt Hill-Brookings Sec.
#5636 of Oregon Coast Hwy.

RECEIVED
DEC 1 - 1965
FOR FILING

FBF-124 (17)

5636

December 1, 1965

Collins & Redden
107 East Main Street
Medford, Oregon 97501

Attention: Hugh B. Collins

Gentlemen:

Enclosed is a certified copy of Contract No. 5636 awarded to J. C. Compton Company for work on the Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County.

Also enclosed is a copy of the general specifications which were applicable to this contract.

This is in response to your letter of November 27, 1965.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:jf

Enclosures (2)

COLLINS & REDDEN

AREA CODE 503
773-7321

107 EAST MAIN STREET
MEDFORD, OREGON
97501

27 November 1965

REFER TO: 3044

Secretary, State Highway Commission
Salem, Oregon

Dear Sir:

We represent J.C. Compton Company who, in 1960, had a contract with the Commission for the production and laying of the base aggregate rock on approximately 7.3 miles of a project situated between the town of Brookings and Thomas Creek Canyon.

The litigation involves a claim of a third party who asserts third party beneficiary rights under the contract, but we don't think the claim is well-founded.

May we please have a certified copy of the contract, surety bond, and general and special provisions. We also represent the surety company.

Sincerely,

HUGH B. COLLINS

HBC/jg

RECEIVED
DEC 1 1965
OREGON
STATE HIGHWAY COMMISSION

STATE COPY

RECEIVED
SEP 27 1965
FOR FILING

Monthly transaction number
9-117

Project report number
EBF-124(17) 18

5636

PR-2A
(8-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-10-65

te
Oregon

County
Curry

Project number
EBF-124(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 13, 1961, is hereby modified as follows:

Revised estimated total cost of project $ ____________

Revised Federal funds $ ____________

Other revisions

Modified to identify the bond issues for this project.

(See sheet attached).

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of September, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F. J. Klaboe

Assistant State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By L R Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

BOND ISSUES

State Funds for Const.:	Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Bond Indebtedness Laws:	Chap. 491, Laws 1951; Chap. 20, Laws 1953; Chap. 22, Laws 1957; Chap. 354, Laws 1957.
State Funds for Maint.:	Chap. 529, Laws 1939.

Oregon Laws Chap. 491, Laws 1951

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Mar. 1, 1953	Mar. 1, 1954

Oregon Laws Chap. 20, Laws 1953

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$32,000,000	Sept. 1, 1953	Sept. 1, 1954

Oregon Laws Chap. 22, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$ 8,000,000	Nov. 1, 1957	Nov. 1, 1960

Oregon Laws Chap. 354, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$12,600,000	Nov. 1, 1957	Nov. 1, 1960

July 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts for the Burnt Hill-Brookings Section, Project No. EBF-124(17). This project has been modified by the audit final voucher and those total amounts should be used.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: G. H. Maison
DAR:cd

Oregon State Highway Department

Federal-Aid
Project No. ERF-124(17)

BURNT HILL-BROOKINGS SECTION OF THE

OREGON COAST HIGHWAY IN CURRY COUNTY

(Revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts. Based on low bid prices.)

Salem, Oregon, July 27, 1965

Type Code P. E.

Preliminary Engineering	All Required			$ 3,000.00

Type Code 3210
Roadway (Sta. 1019+62 to Sta. 1446+00)(Contract No. 5636)

Drainage Excavation, Unclass.	400	cu.yd.	3.00	1,200.00
Tractor and Dozer	500	hour	15.00	7,500.00
8-inch Asbestos-Protected Corrugated Metal Pipe	620	l.ft.	3.50	2,170.00
18-inch Asbestos-Protected Corrugated Metal Pipe	290	l.ft.	5.00	1,450.00
6-inch Perforated Metal Drain Pipe	2,000	l.ft.	1.50	3,000.00
Special Backfill in Drains	310	cu.yd.	4.00	1,240.00
Coarse Crushed Material in Base	146,300	ton	1.28	187,264.00
3/4" - 0 Material in Base	30,000	ton	1.35	40,500.00
Sprinkling	3,500	M-gal.	2.00	7,000.00
Preparation of Base	7.73	mile	200.00	1,546.00
3/4" - 0 Material in Binder Course	2,400	cu.yd.	2.50	6,000.00
MC-2 Asphalt	370	ton	50.00	18,500.00
Loose Riprap	3,500	cu.yd.	2.00	7,000.00
Coarse Crushed Base Material in Stockpile	5,000	cu.yd.	1.35	6,750.00
3/4" - 0 Crushed Base Material in Stockpile	17,000	cu.yd.	1.40	23,800.00
3/4" - ½" Crushed Paving Aggregates in Stockpile	11,400	cu.yd.	1.30	14,820.00
½" - 0 Crushed Paving Aggregates in Stockpile	12,600	cu.yd.	1.40	17,640.00
1¼" - 3/4" Crushed Oiling Aggregates in Stockpile	2,255	cu.yd.	1.70	3,833.50
3/4" - ½" Crushed Oiling Aggregates in Stockpile	925	cu.yd.	1.70	1,572.50
½" - ¼" Crushed Oiling Aggregates in Stockpile	1,050	cu.yd.	1.70	1,785.00
¼" - #10 Crushed Oiling Aggregates in Stockpile	670	cu.yd.	1.70	1,139.00
				$355,710.00
Slide Removal	All Required			35,000.00
Flagging (57½% of Contractor's Cost)	All Required			250.00
Seeding and Mulching	All Required			6,000.00
				$396,960.00

Type Code 3210
Roadway (Sta. 640+00 to Sta. 1019+62)(Contract No. 5758)

Drainage Excavation, Unclass.	290 cu.yd.	3.00	$ 870.00
General Excavation, Unclass.	5,700 cu.yd.	0.50	2,850.00
6-inch Perforated Metal Drain Pipe	2,400 l.ft.	2.00	4,800.00
Special Backfill in Drains	240 cu.yd.	5.00	1,200.00
Coarse Crushed Material in Base	147,700 tons	1.14	168,378.00
3/4" - 0 Material in Base	24,700 tons	1.25	30,875.00
Sprinkling	3,270 M-gal.	3.00	9,810.00
Preparation of Base	6.76 mile	250.00	1,690.00
3/4" - 0 Material in Binder Course	2,470 cu.yd.	3.50	8,645.00
3/4" - 0 Crushed Base Material in Stockpile	17,000 cu.yd.	1.90	32.300.00
MC-2 Asphalt	380 tons	42.00	15,960.00
3/4" - ½" Crushed Paving Aggregates in Stockpile	11,600 cu.yd.	1.90	22,040.00
½" - 0 Crushed Paving Aggregates in Stockpile	12,800 cu.yd.	1.90	24,320.00
1½" - 3/4" Crushed Oiling Aggregates in Stockpile	1,780 cu.yd.	2.95	5,251.00
3/4" - ½" Crushed Oiling Aggregates in Stockpile	730 cu.yd.	2.95	2,153.50
½" - ¼" Crushed Oiling Aggregates in Stockpile	870 cu.yd.	2.95	2,566.50
¼" - #10 Crushed Oiling Aggregates in Stockpile	450 cu.yd.	2.95	1,327.50
			$ 335,036.50
Flagging (57½% of Contractor's Cost)	All Required		500.00
Slide Removal	All Required		75,000.00
			$ 410,536.50

Type Code 6201
Roadway (Sta. 656+00 to Sta. 1446+00)(Contract 5908)

Drainage Excavation, Unclass.	560 cu.yd.	3.00	1,680.00
General Excavation, Unclass.	4,600 cu.yd.	0.75	3,450.00
Embankment in Place	24,400 cu.yd.	0.75	18,300.00
8-inch Corrugated Metal Pipe, Protected Invert	890 l.ft.	3.00	2,670.00
18-inch Asbestos-Protected Corrugated Metal Pipe	44 l.ft.	6.00	264.00
12-inch Concrete Pipe	150 l.ft.	3.00	450.00
18-inch Concrete Pipe	150 l.ft.	6.00	900.00
Concrete Inlets, Type "CG"	12 only	125.00	1,500.00
6-inch Perforated Metal Drain Pipe	2,460 l.ft.	2.00	4,920.00
Special Backfill in Drains	350 cu.yd.	6.00	2,100.00
Loose Riprap	330 cu.yd.	4.00	1,320.00
Metal Guard Rail	60,600 l.ft.	2.20	133,320.00

Type 2 Barricade	440 l.ft.	5.00	$ 2,200.00
Guide Posts, Type W-2	700 only	7.00	4,900.00
Hauling and Placing Coarse Crushed Material in Base	5,460 cu.yd.	0.85	4,641.00
Hauling and Placing 3/4" - 0 Material in Base	6,400 cu.yd.	1.00	6,400.00
Sprinkling	290 M-gal.	4.00	1,160.00
Preparation of Base	14.53 mile	100.00	1,453.00
Hauling and Placing 3/4" - 0 Material in Binder Course	280 cu.yd.	1.50	420.00
Hauling and Placing Aggregates	1,470 cu.yd.	2.00	2,940.00
RC-3 Asphalt	44 ton	55.00	2,420.00
200-300 Asphalt	108 ton	50.00	5,400.00
RS-1 Asphalt	32 ton	60.00	1,920.00
Asphaltic Concrete Mixture	60,500 ton	2.60	157,300.00
Asphalt in Mixture	3,300 ton	35.00	115,500.00
Asphaltic Concrete Traffic Markers, Type L	1,700 l.ft.	0.75	1,275.00
Asphaltic Concrete Curbs	31,600 l.ft.	0.50	15,800.00
			$ 494,603.00

Flagging (57½% of Contractor's Cost)	All Required	2,500.00
Slide Correction	All Required	75,000.00
Slope Protection	All Required	2,500.00
Seeding and Mulching	All Required	18,445.00
Signing (Temporary)	All Required	200.00
		$ 593,248.00

Type Code F007
Lone Ranch Creek Pipe Liner (Sta. 1260+60)(Contract No. 5771)

Furnish and Install Pipe Liner	All Required	$ 63,777.00
	Subtotal	$ 1,464,521.50
	10% Engr. & Cont.	146,451.50
	Total	$ 1,610,973.00

Length of Roadway - - - - - - - - - - - - 14.836 miles
Length of 1 Structure - - - - - - - - - - 0.181 mile (Exception)
Total Length - - - - - - - - - - - - 15.017 miles
Cost of Roadway per mile - - - - - - - - $108,585.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	1,610,973.00	1,014,200.00	596,773.00
	$1,613,973.00	$1,016,000.00	$597,973.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Bond Indebtedness Laws: Chap. 491, Laws 1951; Chap. 20, Laws 1953; Chap. 22, Laws 1957; Chap. 354, Laws 1957.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon Laws Chap. 491, Laws 1951

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Mar. 1, 1953	Mar. 1, 1954

Oregon Laws Chap. 20, Laws 1953

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$32,000,000	Sept. 1, 1953	Sept. 1, 1954

Oregon Laws Chap. 22, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$ 8,000,000	Nov. 1, 1957	Nov. 1, 1960

Oregon Laws Chap. 354, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$12,600,000	Nov. 1, 1957	Nov. 1, 1960

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5636

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 28, 1961

SUBJECT: Request of Curry County
Public Road Accesses
Thomas Creek-Brookings Sec.,
Oregon Coast Highway

To: H. S. Cox
County & City Relations Engineer
Salem, Oregon

Reference is made to our previous correspondence concerning the request of Curry County for various public road accesses to the Thomas Creek-Brookings Section of the Oregon Coast Highway.

Attached hereto is a map depicting these accesses which was submitted for our information by William L. Dobyns, Jr., Curry County Roadmaster.

L. W. Rulien
Asst. Division Engineer

LWR:ds
encl.

NOTED
P. M. STEPHENSON

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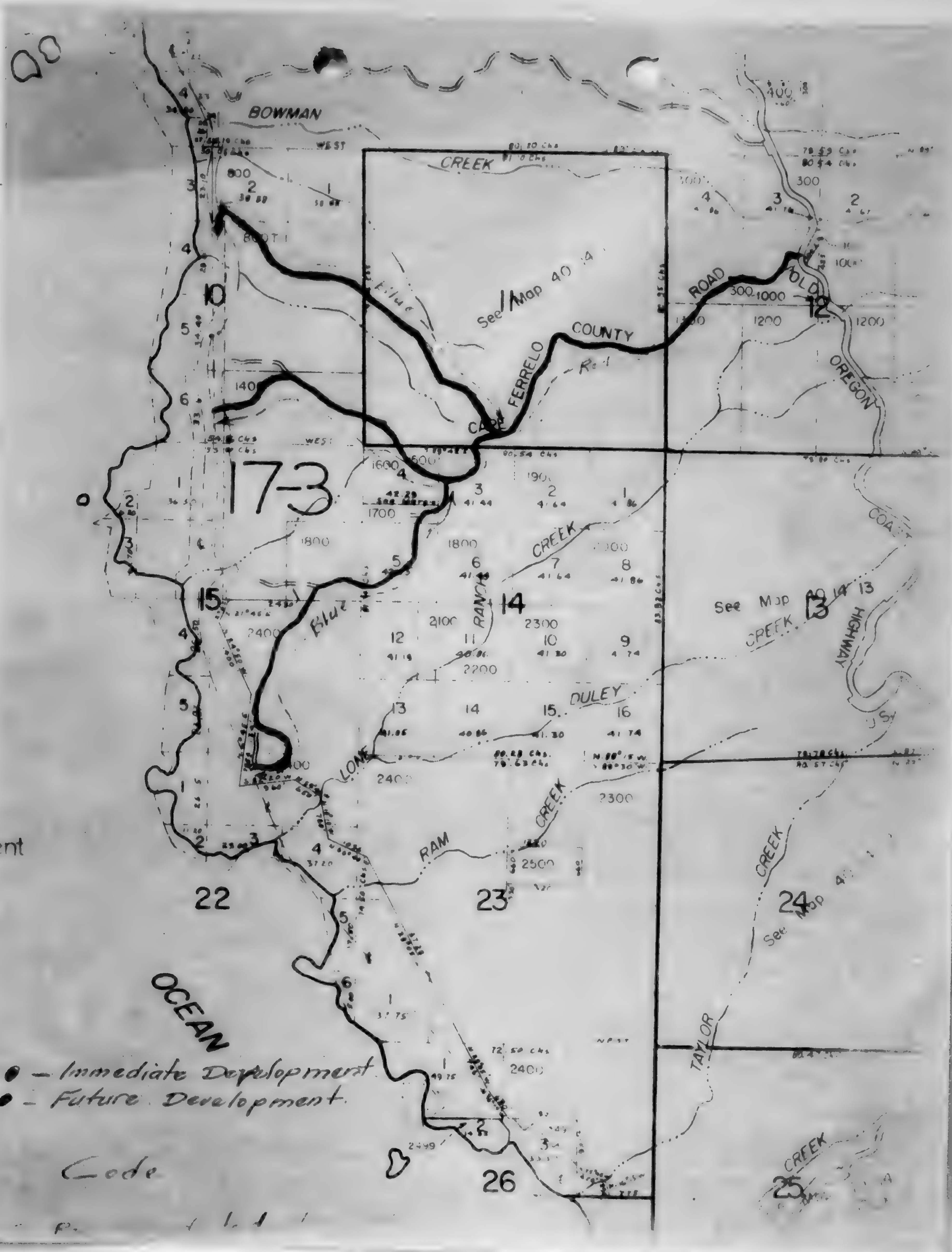
STATE HIGHWAY ENGINEER


08
BOWMAN
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See Map 40 14
COUNTY ROAD
CAPE FERRELO
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OLD
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10
12
17-3
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CREEK
RANCH
14
DULEY
See Map 40 14
13
CREEK
HIGHWAY
COAST
15
LONE
RAM
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22
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24
See Map 40
CREEK
TAYLOR
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26
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CREEK

● - Immediate Development
● - Future Development

Code

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FORM E-30 50M 7-60 29395

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3636

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1961

SUBJECT: Thomas Creek-Brookings Section
Highway No. 9, Curry County

To: Mr. I. A. De France
Maintenance & Equipment Engineer
OFFICE

Enclosed please find a letter of request from Curry County for approaches to Highway #101, Thomas Creek-Brookings Section.

Also enclosed is a letter of recommendation from Division III.

When a final determination has been made regarding these approaches, please notify this office and the appropriate instrument or agreements will be obtained from Curry County.

H. S. Cox
H. S. Cox
County & City Relations Engineer

HSC:mm
Encl.

#19
#21

NOTED
I. A. DEFRANCE

FORM E-90X 80M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 8, 1961

SUBJECT: Curry County Road Approach
to Oregon Coast Highway
Thomas Creek - Brookings Section

To: H. S. Cox
County & City Relations Engineer
Salem, Oregon

Reference is made to a letter of September 6, 1961 from Mr. William L. Dobyns Jr. Curry County Road Master regarding the county's request for three public connections to the subject section of highway, (A copy of this letter is attached).

The County has now narrowed its requests to three approaches as follows:

1. Station 1155+00 (Existing approach to Donnia N. Eggers)
2. Station 1190+00 (An Existing approach to Charles H. Skinner)
3. Station 1233+00 (An existing approach to U. S. Borax Company)

It is our understanding that approach No. 2 as listed above is to be the main connection to the Cape Ferello Road and it is our recommendation that an agreement be worked up with the County which would grant them permission to convert this access from private to public and to reconstruct the approach to the standards of a public access at their expense with the proviso that such permission be contingent on the counties obtaining right of way for extension of their Cape Ferello Road to our right of way line and their indications to us that construction of this piece of road will be forth coming.

It is our further recommendation that we do not grant permission for conversion of approaches one and three until such time as the county is prepared to procure right of way to our highway and construct a county road to us.

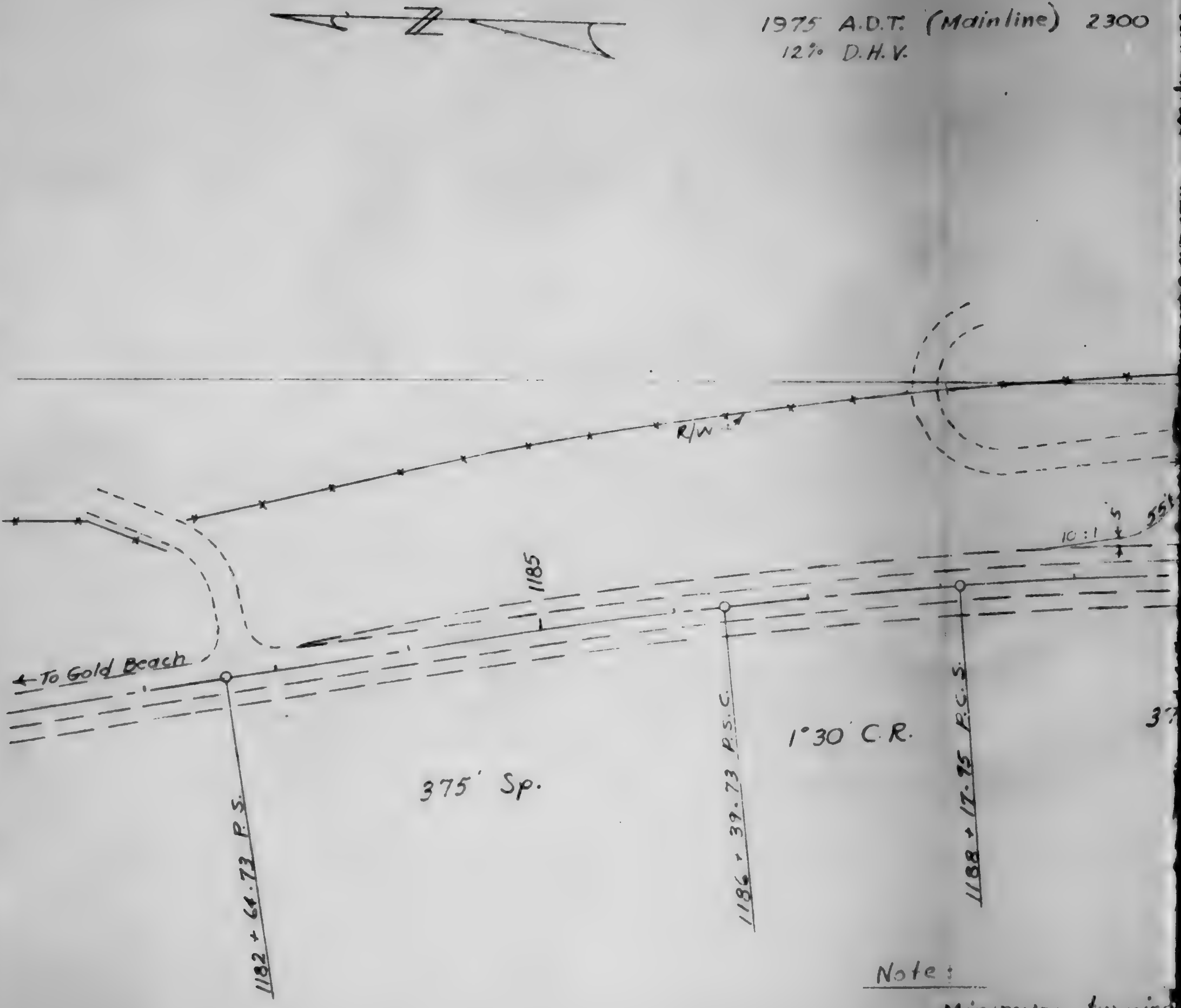
Mr. Dobyns informed Mr. Morgan during their recent discussion of this matter that he would supply us with a map of the area indicating these various proposals of the county. The map has not been received to date but will be forwarded to your office at such time that it arrives.

LWRulien
L. W. Rulien
Ass't Division Engineer

LWR:lf
Atach.

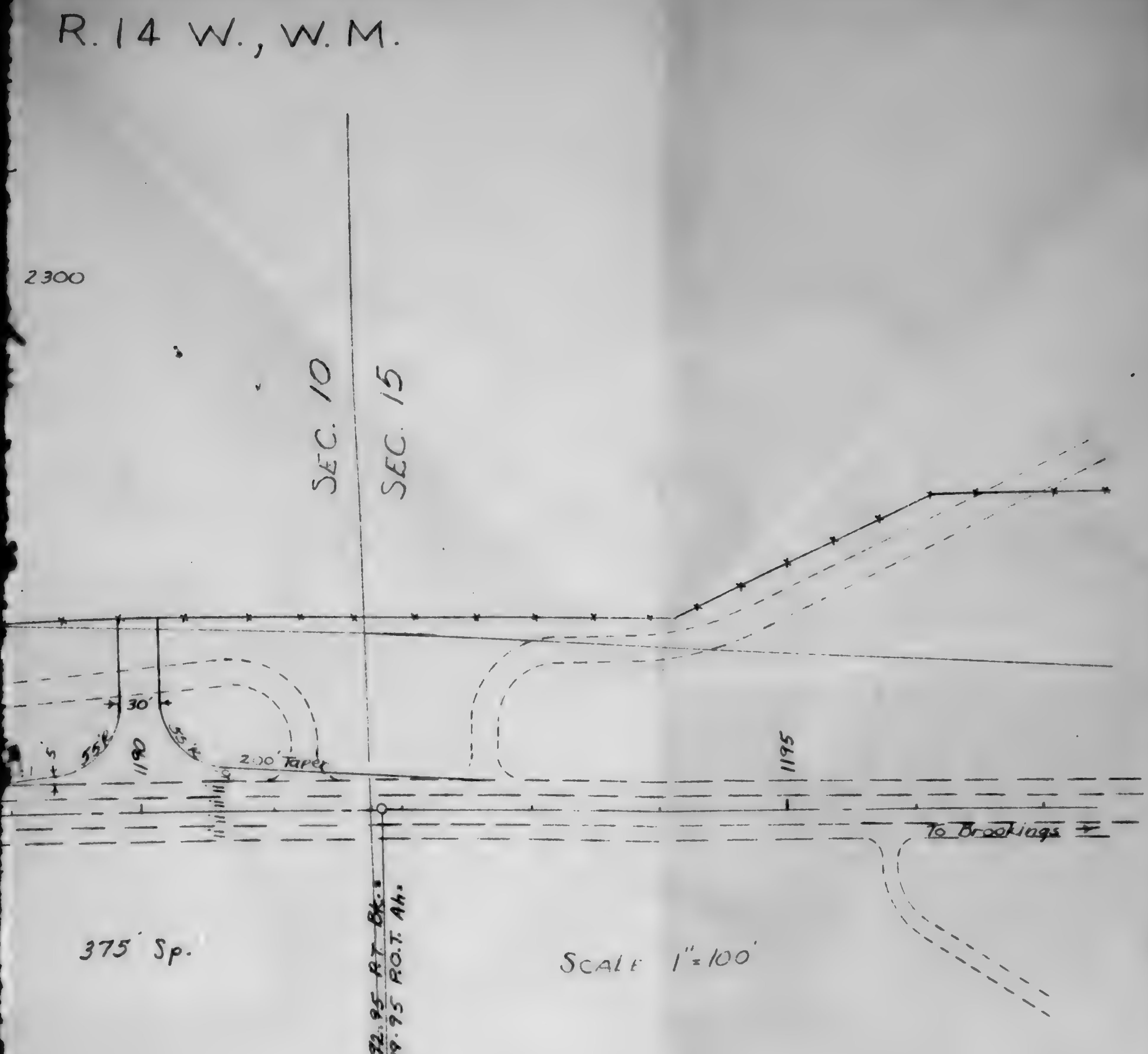
T. 40 S. R.

1975 A.D.T. (Mainline) 2300
12% D.H.V.



R/W
← To Gold Beach
1185
10:1
5
25
1182 + 64.73 P.S.
375' Sp.
1186 + 39.73 P.S.C.
1°30' C.R.
1188 + 17.95 P.C.S.
37

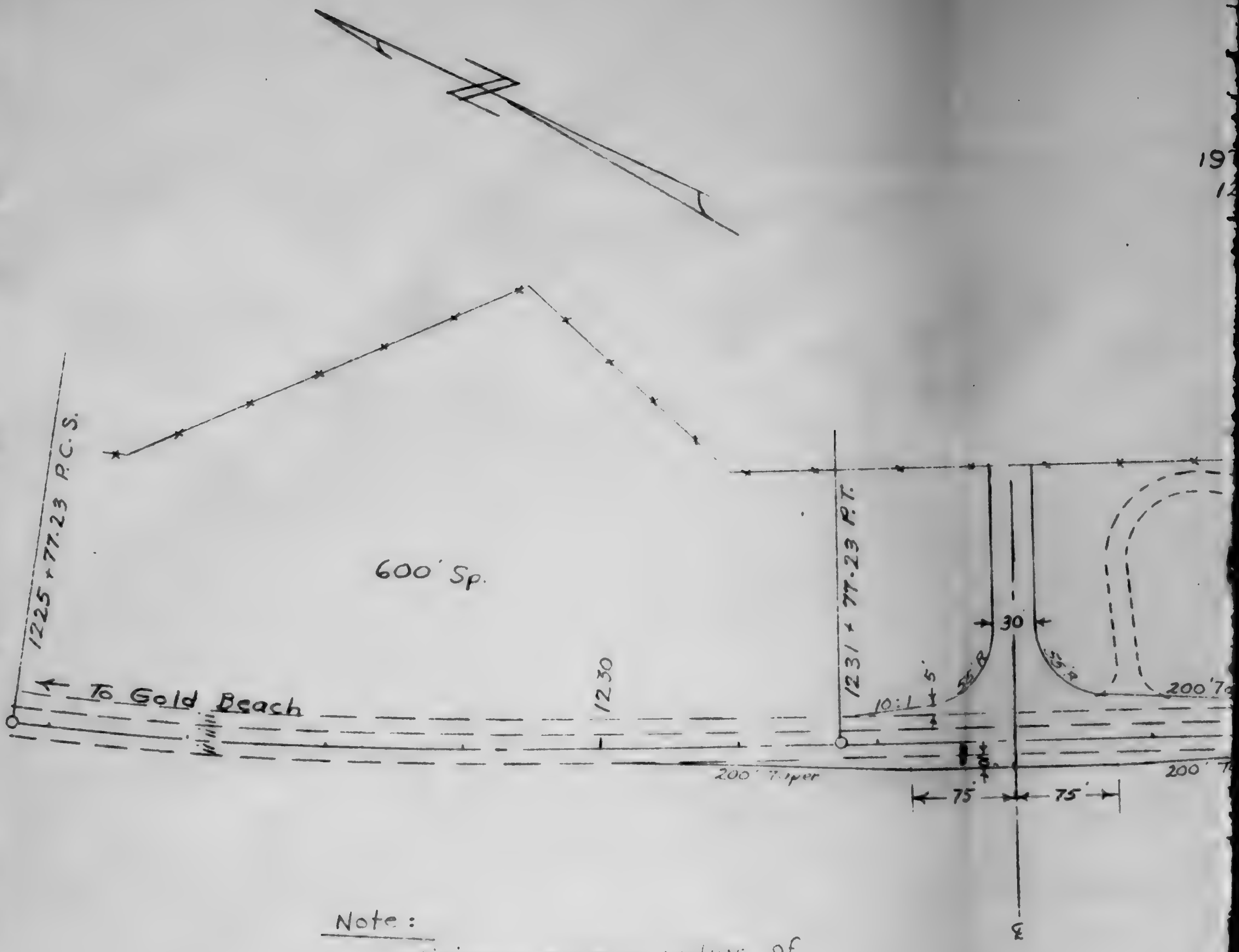
Note:
Minimum turning
55' on highway conn


R. 14 W., W. M.
2300
SEC. 10
SEC. 15
30'
55R
5
1190
55R
200' Taper
1195
To Brookings
1191+92.95 A.T. Bk. =
1192+19.95 R.O.T. Ah.
375' Sp.
SCALE 1"=100'

Proposed Connection at Sta. 1190+00
Thomas Creek - Cape Ferrelo Section
Oregon Coast Highway
Curry County 10-2-61 Urban Design

turning radius of
ny connections.

T. 40 S. R.14

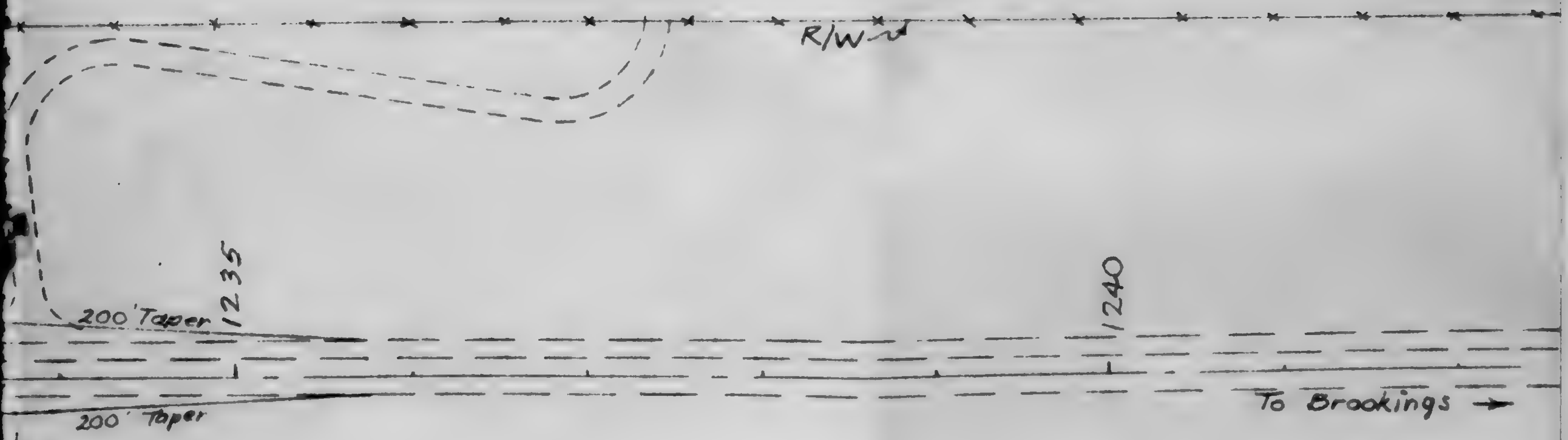

19
12
1225 + 77.23 P.C.S.
600' Sp.
1231 + 77.23 P.T.
To Gold Beach
1230
30
55' R
55' R
5'
10:1
200' Taper
200' Taper
200' Taper
75'
75'
℄

Note:

Minimum turning radius of 55' on highway connections.

R. 14 W., W. M.

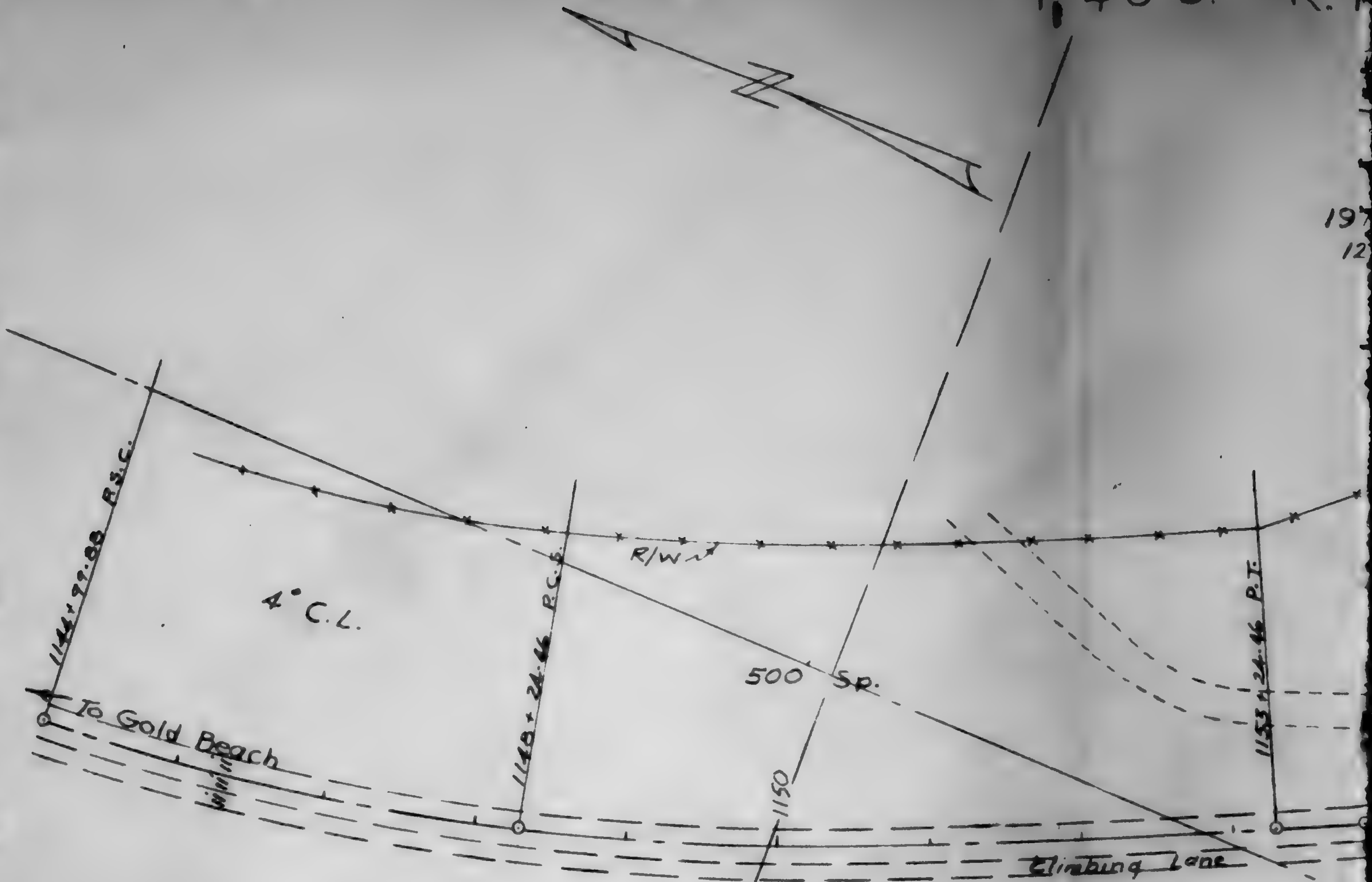
1975 A.D.T. (Mainline) 2300
12% D.H.V.


R/W
1235
1240
200' Taper
200' Taper
To Brookings →

SCALE 1" = 100'

Proposed Connection at Sta. 1233+00
Cape Ferrelo – Brookings Section
Oregon Coast Highway
Curry County 10-2-61 Urban Design

T. 40 S. R.



197
12
1144+99.80 P.S.C.
1148+24.46 P.C.S.
1153+24.46 P.T.
4° C.L.
R/W
500' Sp.
To Gold Beach
1150
Climbing Lane

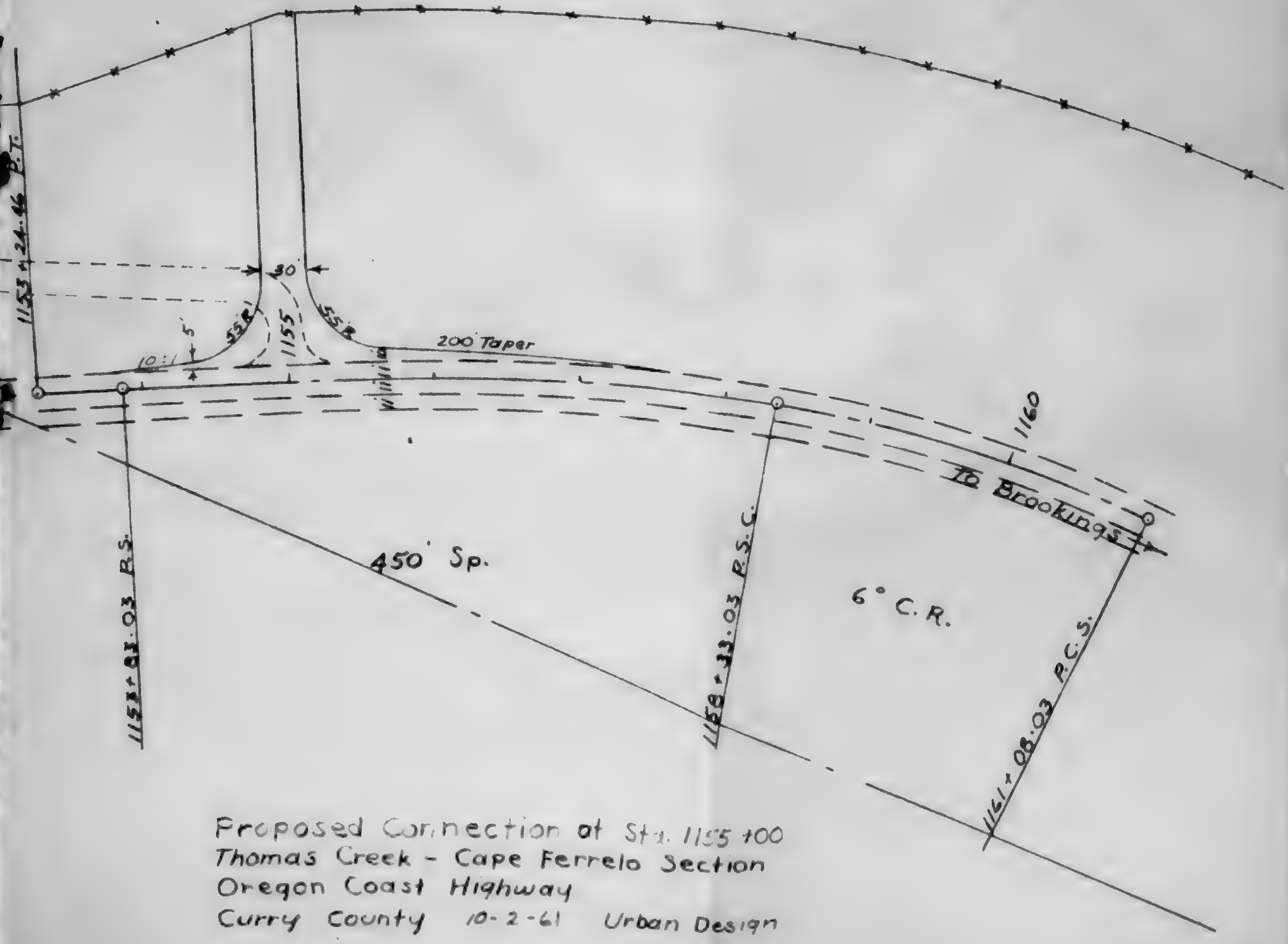
SCALE 1"=100'

Note:

Minimum turning radius of 55' on highway connections.

R. 14 W., W. M.

1975 A.D.T. (Mainline) 2300
12% D.H.V.


1153+24.46 P.T.
30'
55'R
55'R
1155
5'
10:1
200' Taper
1160
To Brookings
1153+83.03 P.S.
450' Sp.
1158+33.03 P.S.C.
6° C.R.
1161+08.03 P.C.S.

Proposed Connection at Sta. 1155+00
Thomas Creek - Cape Ferrelo Section
Oregon Coast Highway
Curry County 10-2-61 Urban Design

W.C. Williams

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W. C. WILLIAMS
NOTE.

EBF-124(17)

Item 5636

Contract No. 5636
[illegible] Section

FINAL COST ANALYSIS
Stone Base, Binder and Aggregate Production
Contractor: J.C. Compton Co.
Resident Engineer: R.L. Lammert

Prefix No. 8-1036
Project No. EBF-124(17)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation	379.6	Cu. Yd.	3.00	2.84	1,078.14	1,138.80
Tractor and Dozer	414	Hours	15.00	14.02	5,806.28	6,210.00
8" Asb. Prot. CMP	567	Lin. Ft.	3.50	2.71	1,538.14	1,984.50
18" Asb. Prot. CMP	332	Lin. Ft.	5.00	4.84	1,607.05	1,660.00
6" Perf. Mtl. Drain Pipe	2,327	Lin. Ft.	1.50	1.16	2,708.88	3,490.50
Special Backfill in Drains	277.31	Cu. Yd.	4.00	3.87	1,073.42	1,109.24
Coarse Cr. Mat'l in Base	134,536.09	Ton	1.28	1.22	164,373.26	172,206.20
3/4"-0 Cr. Mat'l in Base	24,184.39	Ton	1.35	1.28	30,963.51	32,648.93
Sprinkling	5,076	M-Gal.	2.00	1.98	10,048.21	10,152.00
Preparation of Base	7.73	Mile	200.00	183.92	1,421.67	1,546.00
3/4"-0 Mat'l in Binder Course	2,476	Cu. Yd.	2.50	2.09	5,186.59	6,190.00
MC-2 Asphalt	387.48	Ton	50.00	36.65	14,199.88	19,374.00
Loose Riprap	3,983	Cu. Yd.	2.00	1.85	7,359.02	7,966.00
Coarse Cr. Base Mat'l in SP	5,000	Cu. Yd.	1.35	1.26	6,283.32	6,750.00
3/4"-0 Cr. Base Mat'l in SP	17,000	Cu. Yd.	1.40	1.30	22,145.29	23,800.00
3/4"-1/4" Cr. Paving Aggreg. in SP	11,400	Cu. Yd.	1.30	1.28	14,623.84	14,820.00
1/4"- 0 Cr. Paving Aggreg. in SP	12,600	Cu. Yd.	1.40	1.33	16,729.01	17,640.00
1-1/4"-3/4" Cr. Oiling Agg. in SP	2,180.5	Cu. Yd.	1.70	1.35	2,953.85	3,706.85
3/4"-1/2" Cr. Oiling Agg. in SP	961.64	Cu. Yd.	1.70	1.35	1,302.50	1,634.79
1/2"-1/4" Cr. Oiling Agg. in SP	1,390.19	Cu. Yd.	1.70	1.35	1,882.94	2,363.32
1/4"-#10 Cr. Oiling Agg. in SP	706.99	Cu. Yd.	1.70	1.35	957.59	1,201.88
3/4"-1/2" Cr. Maint. Mat'l in SP	796.92	Cu. Yd.	1.70	1.35	1,079.39	1,354.76

FINAL COST ANALYSIS - Conti[illegible] No. 5636
Burnt Hill-Brookings Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/2"-1/4" Cr. Maint. Mat'l in SP	1,582.14	Cu. Yd.	2.00	1.35	2,142.91	3,164.28
1/4"-#10 Cr. Maint. Mat'l in SP	631.84	Cu. Yd.	2.00	1.35	855.78	1,263.68
1/4"-0 Cr. Maint. Mat'l in SP	817.23	Cu. Yd.	2.00	1.35	1,106.78	1,634.46
PA#1 Construct Whalehead Park Road & Parking Area	195	Hour	15.00	14.50	2,828.76	2,925.00
PA#2 Purch. Exc. 18" Asb. Prot. CMP	20	Lin. Ft.	3.37	3.37	67.40	67.40
PA#2 Purch. Exc. 8" Asb. Prot. CMP	50	Lin. Ft.	1.79	1.79	89.50	89.50
PA#2 Purch. Exc. Hel-Cor H2-7 Joints	5	Each	1.05	1.05	5.25	5.25
PA#3 Purch. Exc. Coarse Cr. Base Mat'l in SP	238.66	Cu. Yd.	1.12	1.12	267.30	267.30
PA#3 Purch. Exc. 3/4"-0 Cr. Base Mat'l in SP	520.07	Cu. Yd.	1.12	1.12	582.48	582.48
PA#3 Purch. Exc. 3/4"-1/4" Cr. Mat'l in SP	3,000.21	Cu. Yd.	1.28	1.28	3,840.27	3,840.27
PA#3 Purch. Exc. 1/4"-0 Cr. Mat'l in SP	652	Cu. Yd.	1.28	1.28	834.56	834.56
PA#3 Purch. Exc. 3/8"-1/4" Cr. Mat'l in SP	475.3	Cu. Yd.	1.28	1.28	608.38	608.38
PA#3 Purch. Exc. 1/4"-#10 Cr. Mat'l in SP	663.87	Cu. Yd.	1.28	1.28	849.75	849.75
Force Account					15,445.50	17,040.53
					$344,846.40	$372,120.61

Gross Revenue	$ 372,120.61
Total Cost	344,846.40
Net Profit	$ 27,274.21

Net Profit equals 7.3% of Gross Revenue

DETAIL OF COSTS - Contract No. 5636

Labor:					
Labor				$ 87,278.82	
Labor Insurance				9,497.29	
Health, Welfare and Pension				5,144.23	$ 101,920.34
Materials:					
8" Asb. Prot. Corr. Mtl. Pipe	567 Lin. Ft.	@	$1.79	1,014.93	
8" Asb. Prot. Corr. Mtl. Bands	29 Each	@	$1.79	51.91	
18" Asb. Prot. Corr. Mtl. Pipe	332 Lin. Ft.	@	$3.37	1,118.84	
18" Asb. Prot. Corr. Mtl. Bands	11 Each	@	$3.37	37.07	
6" Perf. Mtl. Drain Pipe	2,327 Lin. Ft.	@	$0.82	1,908.14	
6" Perf. Mtl. Drain Bands	97 Each	@	$1.05	101.85	
Special Backfill Material				415.97	
8" Ells	5 Each	@	$8.63	43.15	4,691.86
Equipment Rental and Miscellaneous Expenses:					
Equipment Rental, Owned				94,673.69	
Equipment Rental, Hired				15,581.17	
Gas, Oil and Grease				9,787.08	
Bond				1,992.40	
Explosives				11,429.07	
Electric Power for Crush Plant Operation				6,290.95	
P.U.C.				655.62	
P.L. and P.D. Insurance				1,090.99	
Amount paid Arnold Johnson for hauling Rock				30,100.96	
Amount paid George Corliss for processing rock and sprinkling				33,489.91	
Amount paid Douglas Oil Co. for furnishing and placing MC-2 Asphalt				14,199.88	
Home Office and General Overhead				13,024.22	
Move In, Freight and Cartage				3,410.43	
Small Tools and Miscellaneous Supplies				2,507.83	238,234.20
				TOTAL COST	$ 344,846.40

Remarks - Contract No. 5636

This was a "Federal Aid Primary Project" calling for stone base, binder and aggregate production on the Thomas Creek-Brookings Unit of the Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County.

The contract was bid March 29, 1960, awarded April 21st. Work started April 12th and the project was completed October 27, 1960.

The contractor moved in his drilling equipment, one D-8 cat and dozer and a crew of six men on April 12th. The D-8 cat and dozer was used to strip the overburden from the quarry site then proceeded to clear a place to erect the crushing plant. The erection started April 26th and was completed May 6th. Crushing base rock was begun May 11th. A total of 180,664 cubic yards of all sized of rock was crushed in 1,227 hours for an average of 147 cubic yards per hour which was good production. A total of 117,571 cubic yards was crushed, hauled and placed on the roadbed and the balance was stockpiled adjacent to the highway to be used for paving on a future contract.

The base and 3/4"-0 rock was hauled by hired equipment which consisted of five trains, and the material was processed with hired equipment which consisted of one blade, water wagon, one pneumatic and one steel wheel roller.

The contractor performed force account work which consisted of flagging, slide removal, slide correction and the reshaping of the quarry.

The contractor furnished and placed 3,980 cubic yards of loose riprap rock at various places and the material was taken from a rock cut at Station 1330. The equipment used was one 1-cubic yard shovel, two Euclid end dump trucks and one D-7 cat and dozer.

The contractor had good bid prices, good equipment and good supervision realizing a fair profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

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EBF-124 (17)
5636

408 State Highway Building
Salem, Oregon

May 1, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer By: D. M. Emrich
08-35.1 Salem, Oregon Acting Division Engineer

Oregon Project EBF-124(17), Burnt Hill-Brookings Section

We have today approved the P. S. and E. documents for Oregon Project EBF-124(17), Burnt Hill-Brookings Section of Oregon Coast Highway.

This is to authorize your advertising for bids.

The authorization granted hereunder is subject to the mutual understanding and agreement - (a) that payments of Federal funds for the project that the Bureau of Public Roads may be required to make to the State shall be made at times and in amounts and upon the basis of funds available therefor out of Highway Trust Fund revenues, as determined by the Bureau of Public Roads; (b) that any deferment of payment of Federal funds therefor shall not impose upon the Federal Government a liability for any penalty, interest or other cost attributable to the deferment; and (c) that any increase in the cost of the project to the State resulting from or incurred by reason of such deferment shall be borne in its entirety by the State and shall not be subject to reimbursement, in whole or in part, by the Federal Government.

Authorization is with the understanding that should the white stripe not prove effective in preventing traffic from traveling on the shoulders on two-lane sections, the State will provide additional shoulder delineation by placing a chip seal on the shoulders or by the use of diagonal shoulder striping.

Roster

RECEIVED
FEB 1 1961
FOR FILING

EBF-124(17)

5636

February 1, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5636 for stone base-binder-aggregate production on the Thomas Creek-Brookings Unit of the Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County was completed by the contractor, J. C. Compton Co., on October 27, 1960, and was formally accepted by the Highway Commission on January 27, 1961.

Final payment in the amount of $10,660.44 will be released to the contractor on or after February 10, 1961. The total contract amount is $372,120.61, of which amount $17,040.53 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville, Oregon

RECEIVED
DEC 27 1960
FOR FILING
E157-12-4 A-1
5636

December 23, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co., on contract #5636 for stone base-binder-aggregate production on the Thomas Creek-Brookings Unit of the Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County.

This payment, in the amount of $7,626.75, will be released to contractor on or after January 3, 1961. The retained percentage is $10,652.15.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Glens Falls Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville, Oregon

RECEIVED
DEC 19 1960
FOR FILING

ERF-124(17)

5636

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 27, 1960, on Contract No. 5636, Thomas Creek-Brookings Unit, Burnt Hill Brookings Section, in Curry County, in connection with Federal Aid Project No. ERF-124(17).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Form E-1—(Rev.)—

[illegible]
5636

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Thomas Creek-Brookings Unit
Section Burnt Hill-Brookings Section
Highway Oregon Coast County Curry
Contractor J. C. Compton Co.
Date of contract April 21, 1960
Date work started April 12, 1960
Project authorization $447,500.00
Exclusive of engineering $415,154.70

For Week Ending December 3, 1960
Kind of work Stone Base, Binder & Aggregate Prod.
Section prefix 8-1036
Contract number 5636
Specified work days 170
Work days used 103
Per cent of time elapsed 60.6 %

Estimated cost of completed project, exclusive of engineering $372,042.06
Estimated per cent ~~overrun~~ or underrun 10.1 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $32,345.60
Engineering cost to date $16,073.61, 49.7 %
Date project was completed October 27, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE & Force Account	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100			100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final Submitted

NOTED

CONSTRUCTION DIVISION
RECEIVED
DEC 5 1960
NOTED-- CE ACE CCE

Noted
M. N. Jones

R. L. Lammert
Signed R. L. Lammert
Address Box 1067 Brookings, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.73		7.73	
Miles partially completed		7.73		7.73	
Miles completed		7.73		7.73	
Total estimated quantities (contract)		176,300 Ton	3,800 CY	2,400 CY	51,900 CY
Total quantities corrected to date		158,720.48	3,829.52 CY	2,476 CY	51,239.32 CY
Estimated quantities moved or placed to date		158,720.48	3,829.52 CY	2,476 CY	51,239.32 CY
Average daily quantities					
Average daily quantities necessary to complete project on time		Complete	Complete	Complete	Complete
Number shifts per day		0	0	0	0
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Pt. Cloudy		
Tuesday	Fair to Rain		
Wednesday	High Winds & Rain		
Thursday	Showers		
Friday	Pt. Cloudy		
Saturday			

RECEIVED
NOV 30 1960
FOR FILING

2131 [illegible]

5636

November 29, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to J. C. Compton Co., a portion of the funds heretofore retained by the Commission on contract #5636 for stone-base-binder-aggregate production on the Thomas Creek-Brookings Unit of the Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County.

This payment, in the amount of $15,465.37, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $10,440.36. The present payment will be released on or after December 9, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville, Oregon

RECEIVED
1960
FORM E-30 50M 2-60 26118
FOR FILING
8137-124 (17)
5636

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Nov. 21, 1960

SUBJECT: Traffic Control
Thomas Creek-Brookings Section
Oregon Coast Highway

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
Salem, Oregon

I am in receipt of your letter of November 18, 1960, regarding placing of additional signs on the above mentioned section of highway. Placing of signs as suggested is quite agreeable with this office.

I have requested Mr. George Baker, District Maintenance Superintendent at Coquille, to adjust the barricades as suggested by you when Mr. Widdows places the necessary signs.

F. D. Morgan
Division Engineer

dls

NOTED
P. M. STEPHENSON

RECEIVED
NOV 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1960
FOR FILING
2137.124 (10)

5636

Salem, Oregon
November 16, 1960

Mr. F. D. Morgan
Division Engineer

Your letter to Mr. De France, dated October 31, in regard to traffic control on the Thomas Creek-Harris Creek Section of the Oregon Coast Highway, was referred to this office.

After discussion at one of our staff meetings, Mr. Williams decided that he would rather have a sign placed on the barricade at the Brookings end of the project to indicate that the road was under construction and was a dead-end road not open to public use.

It was his thought that the barricade should be placed so to allow any local people who might want to travel this section of the highway to get around the end of the barricade and use the road, fully realizing that it was a dead-end road and not open to public use.

If you have any objection to this procedure or any suggestions, kindly let me know; otherwise, I will proceed to notify Mr. Widdows to prepare the necessary signs.

F. M. Stephenson
Assistant State Highway Engineer

FMS:er

cc Mr. I. A. De France
Mr. W. O. Widdows

Road Under Construction

Dead End

Not open to public use.

HIGHWAY RESEARCH BOARD
NATIONAL RESEARCH COUNCIL
WASHINGTON, D. C.

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1960

SUBJECT: Request for Speed Zone,
MP 347.83 - 354.79,
Oregon Coast Highway

To:

P. M. Stephenson
Assistant State Highway Engineer

Building

Attached is a copy of Mr. Morgan's letter of October 31, 1960, relative to the establishment of a speed zone on the Oregon Coast Highway, MP 347.83 to MP 354.79 near Thomas Creek in Curry County.

We concur in Mr. Morgan's recommendation that this speed zone be established.

I. A. DeFrance
Maintenance Engineer

IAD:je

CC: Tom Edwards
F. D. Morgan

RECEIVED
NOV 2 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 30M 2-60 36119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 31, 1960

SUBJECT: Traffic Control
Thomas Creek-Harris Creek Sec.
Oregon Coast Highway

To: I. A. DeFrance
Maintenance Engineer
Salem, Oregon

This letter notifies you that we plan to open the above mentioned section of Oregon Coast Highway to local traffic. We plan to place "dead end" signs at the connection of the new reconstructed highway with the existing Oregon Coast Highway in the vicinity of North Brookings M.P. 364.38. We plan to also place a second set of "dead end" signs approximately 1/4 mile northerly of this junction.

A barricade will be erected immediately south of the viewpoint area in the vicinity of Thomas Creek Bridge. A gateway will be established at this location for the bridge construction convenience and to control the public so that they will not get into the Thomas Creek area and cause the State and contractor additional problems. Southerly of this barricade we plan to erect "road closed" signs.

I would like to suggest that the State Highway Commission set a speed zone on this new highway section from Thomas Creek M.P. 347.83 to the junction with the existing Oregon Coast Highway at M.P. 354.79. It is our belief that the State Police should have some control over the traffic on this uncompleted section. Condition of the surface is that a double binder has been placed; guard rails along fills are not in place; no sight posts are up and if we do not control speed this will turn into a drag strip for some of the local residents. I, therefore, recommend that we try to establish a 35 MPH speed for this unfinished section of Oregon Coast Highway which is being kept open for local traffic primarily.

F. D. Morgan
Division Engineer

dls
cc: Tom Edwards

RECEIVED
NOV -4 1960
FOR FILING
E157-124(17)

5636

November 4, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the reshaping of the overburden (quarry stripping) on the Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County, Contract No. 5636, in connection with Federal Aid Project No. [illegible]-124(17).

This work is necessary to leave the quarry area in an acceptable and sightly condition. While there is nothing in the written easement covering this work, it is the policy of the Department to maintain good public relations wherever possible. This work, which is greater in scope than normal, has been verbally requested by the owner.

This work has been verbally approved by the B.P.R. District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RBP:er
Enc.

RECEIVED
NOV - 2 1960
FOR FILING

EBF-124 (17)

5636

Salem, Oregon
November 1, 1960

Mr. C. G. Swenson
County and City Relations Engineer
OFFICE

This is to advise you that work was completed on October 27, 1960, on Contract No. 5636, Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section, in Curry County, in connection with Federal Aid Project No. EBF-124(17).

R. L. Porter
Office Engineer

CN:bb

RECEIVED
SEP - 9 1960
FOR FILING

[illegible]

5636

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering slide removal on the Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County, Contract No. 5636, in connection with Federal Aid Project No. FHP-124(17).

The 72-inch half-round flume has been damaged and partially covered by a slide of about 1,500 cubic yards of material. It will be necessary to remove approximately 5,000 cubic yards additional material in order to remove the slide and repair the damaged flume. It may be possible to repair rather than replace the flume.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
AUG 11 1960
FOR FILING

EBF-124 (17)

5636

August 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the relocation and repair of an outlet flume on the Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County, Contract No. 5636 in connection with Federal Aid Project No. EBF-124(17).

Erosion has caused failure of the 66 inch half round CMP outlet flume at House Rock Creek. It is proposed to relocate the pipe, lowering the elevation of the outlet end, and reconnect the 40 feet which has dropped off.

At Whaleshead Creek, logs and debris have been washed up and deposited at the outlet end of multiplate culverts restricting fall and creating a fire hazard. It is proposed to clear the outlet channel and construct a drift barrier to prevent recurrence.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Enc.

A

RECEIVED
JUL 29 1960
FOR FILING
EBF 124(17)

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

July 25, 1960

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project EBF-124(17)
Burnt Hill-Brookings Section

We have today approved the revised P. S. and E. documents for Oregon Project EBF-124(17), Burnt Hill-Brookings Section, Oregon Coast Highway to include a supporting metal liner for the concrete box culvert at Station 1260+60.

This is to authorize your advertising for bids.

Porter

NOTED
FORREST COOPER

RECEIVED
1960
FORM 2-90 30M 2-60 26118
FOR FILING

FBF 24(17)

5636

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1960

SUBJECT: Thomas Creek-Brookings
Oregon Coast Highway

To:

Memo to the Files

Frank Morgan called this date and requested us to investigate the possibility of the contractor for this project selling to Curry County rejects from the Rainbow Quarry operation at the price of 60 cents per cubic yard. This quarry belongs to the Borax Company and we are in it on a permit of entry only.

I checked with the Right-of-Way Department and they informed me that the agreement between the State and the Borax Company states that the State only has the right to remove materials from the quarry site for road building materials. It was the Right-of-Way Department's determination that neither we nor the contractor had the legal right to dispose of any material from the quarry to an outside source.

This information was passed on to Mr. Morgan.

Tom Edwards
Construction Engineer

By

Klaboe

F. B. Klaboe
Field Construction Engineer

FBK:jk

cc: Mr. Cooper
Mr. Morgan
Mr. Moehring

RECEIVED
JUN 27 1960
FOR FILING
EBF-124(17)
5636

R

June 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 12, 1960, on Contract No. 5636, Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section, in Curry County, in connection with Federal Aid Project No. EBF-124(17).

Our letter of May 3, 1960, stating the project started April 21, 1960, was in error.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
1960
FOR FILING

FBF 124(17)

5636

A

When replying, refer to:
08-25.4-08

400 State Highway Building
Salem, Oregon

June 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project ERF-124(17), Burnt Hill-Brookings Section, Thomas Creek-Brookings Unit, Oregon Coast Highway - Order for State Force Work No. 1 - Seeding and Mulching Slopes.
Estimated Cost $3,800.00
Federal Funds $3,390.00

Dear Sir:

Reference is made to your letter dated May 27, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.1 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Re-seeding and re-fertilizing of 4 acres at an estimated cost of $50.00 per acre included in the order is not considered eligible for Federal participation.

Very truly yours,

C. C. Polk
Division Engineer

By:

R. H. Crum
Acting Division Engineer

RECEIVED
MAY 31 1960
FOR FILING
FBF-124(17)
5636

A

May 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of order for State Force Work No. 1, Account No. [illegible], covering seeding and mulching on the Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County, Contract No. 5636, in connection with Federal Aid Project No. FBF-124(17).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $6,000.00, with Federal participation of $3,600.00.

This was an anticipated item of this contract and funds included in the Project Authorization. It has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

FORM 2-120

RECEIVED
MAY 27 1960
FOR FILING

FBC 124(17)

5232

A

COMMISSIONERS
M. K. McIVER, CHA
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5636, awarded April 21, 1960, for stone base-binder-aggregate production on the Thomas Creek-Brookings Unit of the Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

A

RECEIVED
AY 12 1960
FOR FILING

EBF-124(17)

5636

May 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the construction of road approaches on the Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County, Contract No. 5636, in connection with Federal Aid Project No. EBF 124(17).

In order to provide access in accordance with right of way agreement, file R27263, it is necessary to construct two road approaches for the U. S. Chemical and Borax Company property. Negotiations could not be completed in time to include the approaches in the plans.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

DBP:jb
Enc.

RECEIVED
MAY 10 1960
FOR FILING

ERF-124(17)

5636

A

May 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County, Contract No. 5636, in connection with Federal Aid Project No. ERF-124(17).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

DBP:jb
Enc.

RECEIVED
MAY [illegible] 1960
FOR FILING

EBF-124(17)

5636

A

May 9, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering slide removal, fill repair and reshaping roadbed on the Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County, Contract No. 5636, in connection with Federal Aid Project No. EBF-124(17).

This was anticipated work on the project. Due to the uncertainty of quantities and the nature of the work, it was included in the specifications and authorization as extra work.

The order has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

Encl.

A

RECEIVED
MAY 3 - 1960
FOR FILING

EBF 124(17)

5636

May 3, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 21, 1960, on Contract No. 5636, Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section, in Curry County, in connection with Federal Aid Project No. EBF-124(17).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:ia

RECEIVED
APR 25 1960

~~FOR FILING~~
EBF-124(17)

5636

A

April 22, 1960

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5636 for stone base, binder and aggregate production on the Thomas Creek-Brookings Unit, Burnt Hill-Brookings Section of the Oregon Coast Highway in Curry County.

This award was based on your bid of $363,070, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
APR 30 1960
FOR FILING
EBF-124(17)
5636

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5636 for Oregon Project EBF-124(17), Burnt Hill-Brookings Section of the Oregon Coast Highway, to J. C. Compton Co. of McMinnville, Oregon, low bidder in the amount of $363,070.00 at the March 29, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED
[illegible] 1960
FOR FILING

EBF-124(17)

5636

When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

March 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project EBF-124(17), Thomas Creek-Brookings Unit of Burnt Hill-Brookings Section of the Oregon Coast Highway

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Federal participation in the cost of stockpiled materials included in the proposed work will be withheld until such materials are incorporated into the project under future contracts.

The authorization granted hereunder is subject to the mutual understanding and agreement: (a) that payments of Federal funds for the project that the Bureau of Public Roads may be required to make to the State shall be made at times and in amounts and upon the basis of funds available therefor out of Highway Trust Fund revenues, as determined by the Bureau of Public Roads; (b) that any deferment of payment of Federal funds therefor shall not impose upon the Federal Government a liability for any penalty, interest or other cost attributable to the deferment; and (c) that any increase in the cost of the project to the State resulting from or incurred by reason of such deferment shall be borne in its entirety by the State and shall not be subject to reimbursement, in whole or in part, by the Federal Government.

Very truly yours,

C. G. Polk
Division Engineer

By: A. F. Beuter
Acting Division Engineer

NOTED
FORREST COOPER

cwg
Porter

F-147(13) W. Unit, Fort Rock Rd.- 1960
Brothers Sec. of Central
#5637 Ore. Hwy. (Grad. & Pav.)

RECEIVED
FEB 7 1961
FOR [illegible] G

W. C. Williams

January 25, 1961

W. Unit, Fort Rock Road-Brothers
Contract No. 5637

FINAL COST ANALYSIS

Grade and Pave
Subcontractor: Bostick & James
Resident Engineer: R.H. Clark

Central Oregon Highway
Deschutes County

F-147(13)

5637

Item	Quantiy	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation	71.29	Cu. Yd.	3.00	3.305	235.60	213.87
General Excavation	46,433.40	Cu. Yd.	0.58	0.553	25,673.46	26,931.87
Embankment in Place	4,431.30	Cu. Yd.	0.76	0.681	3,018.86	3,367.79
18" Corr. Metal Pipe	84.00	Lin. Ft.	4.50	4.783	401.77	378.00
24" Corr. Metal Pipe	60.00	Lin. Ft.	7.00	7.530	451.82	420.00
36" Corr. Metal Pipe	26.00	Lin. Ft.	14.00	13.742	357.28	364.00
12" Concrete Pipe	33.00	Lin. Ft.	2.25	2.868	94.66	74.25
18" Concrete Pipe	268.00	Lin. Ft.	4.50	4.399	1,178.82	1,206.00
36" Concrete Pipe	236.00	Lin. Ft.	10.50	9.235	2,179.53	2,478.00
Force Account - Flagging	All				2,750.02	1,347.93
PA#1 Special Excavation	17,259.60	Cu. Yd.	0.58	0.553	9,543.00	10,010.57
					$45,628.88	$46,976.81

Gross Revenue	$ 46,976.81
Total Cost	45,628.88
Net Profit	$ 1,091.99

Net Profit equals 2.3% of Gross Revenue

DETAIL OF COST - Contract No. 5637

Labor:		
Labor and Supervision	$ 14,424.78	
Tax	310.65	
Health, Welfare and Pension	485.80	
Travel Pay	212.00	$ 15,433.23
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	18,392.47	
Equipment Rental, Hired	1,420.00	
Gas, Oil and Grease	2,551.41	
P.U.C. and License	468.00	
Bond and P.L. and P.D.	45.63	
Move In	1,473.36	
Small Tools and Miscellaneous Expense	1,394.78	
Overhead	500.00	
Dynamite, Caps, etc.	921.98	27,167.63
Materials:		
18" C.M.P.	268.80	
24" C.M.P.	299.40	
36" C.M.P.	253.76	
12" Concrete Pipe	37.95	
18" Concrete Pipe	680.00	
36" Concrete Pipe	1,640.20	
Bonds	76.85	
Cement	27.00	3,283.96
TOTAL COST		$ 45,884.82

Remarks - Contract No. 5637

This was a "Federal Aid Primary Project" consisting of grading and paving on the West Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County.

Bostick & James was the subcontractor to Warren Northwest for the performance of work on item numbers 1, 2, 3, 10, 11, 12,, 13, 14, 15, price agreement excavation and extra work order flagging.

Some difficulty was encountered in rock cuts but progress was good with only minor breakdowns.

Grading was not too far advanced when prime contractor began rocking and some inconvenience was experienced which could have caused additional expense to both.

A daily record of equipment time and its assigned work was available from the contractor and the item costs could be assumed reasonably correct.

The small profit realized is attributed to some slight delays and possibly a little tooclose on bidding.

M.N. Juve
Chief Cost Analyst

By

A.D. Bollinger

RECEIVED
FEB 7 1961

W. C. Williams

1

January 25, 1961

FOR FILING

W. Unit- Fort Rock Road-Brothers
Contract No. 5637

F-147(13)

FINAL COST ANALYSIS

Grade and Pave
Contractor: Warren Northwest
Resident Engineer: R.H. Clark

Central Oregon Highway

NOTED
W. C. WILLIAMS

Item 5637	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation	71.29	Cu. Yd.	3.00	3.00	213.87	213.87
General Excavation	46,433.40	Cu. Yd.	0.58	0.58	26,931.37	26,931.37
Embankment in Place	4,431.30	Cu. Yd.	0.76	0.76	3,367.79	3,367.79
18" C.M.P.	84.00	Lin. Ft.	4.50	4.50	378.00	378.00
24" C.M.P.	60.00	Lin Ft.	7.00	7.00	420.00	420.00
36" C.M.P.	26.00	Lin. Ft.	14.00	14.00	364.00	364.00
12" Concrete Pipe	33.00	Lin. Ft.	2.25	2.25	74.25	74.25
18" Concrete Pipe	268.00	Lin. Ft.	4.50	4.50	1,206.00	1,206.00
36" Concrete Pipe	236.00	Lin. Ft.	10.50	10.50	2,478.00	2,478.00
Metal Guard Rail	3,184.00	Lin. Ft.	2.28	2.28	7,259.52	7,259.52
W-2 Guide Posts	257.00	Each	5.75	5.75	1,477.75	1,477.75
1"-0 Mat'l in Base	42,817.57	Ton	1.20	1.42	60,980.03	51,381.08
Preparation of Base	8.83	Mile	70.00	77.71	686.14	618.10
3/4"-0 Binder Mat'l	380.00	Cu. Yd.	2.35	2.54	965.26	893.00
Furnish & Place Aggregate	2,032.00	Cu. Yd.	3.40	3.06	6,218.02	6,908.80
MC-2 Asphalt	43.02	Ton	44.00	43.19	1,858.14	1,892.88
120-150 Asphalt	121.76	Ton	40.00	39.92	4,860.65	4,870.40
RS-1 Asphalt	72.52	Ton	44.00	43.77	3,173.90	3,190.88
Asphaltic Concrete Mix	21,717.43	Ton	2.85	3.05	66,202.86	61,894.52
60-70 Asphalt in A. C.	1,250.12	Ton	35.00	34.17	42,719.54	43,754.20
Extra Paving Approach	12.00	Each	25.00	23.42	281.01	300.00
1/2"-1/4" Mat'l in S.P.	1,400.58	Cu. Yd.	2.00	2.08	2,913.21	2,801.16

FINAL COST ANALYSIS - Contract No. 5637
W.Unit, Fort Rock Road-Brothers

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/4"-#10 Mat'l in S.P.	601.21	Cu.Yd.	2.00	2.07	1,245.69	1,202.42
1/4"-0 Mat'l in S.P.	551.80	Cu.Yd.	2.00	2.07	1,143.15	1,103.60
PA#1 Move & Haul Gen.Excav.	17,259.60	Cu.Yd.	0.58	0.58	10,010.57	10,010.57
Force Account - Flagging	All				4,043.54	3,114.80
Force Account - Sprinkling	All				1,709.75	1,534.18
					$ 254,718.53	$ 239,641.28

	Cost	Revenue	Profit	Loss	% Profit	% Loss
Warren Northwest	183,030.64	166,861.40		16,169.24		9.69
Tuss Bros. (Hired)	17,065.80	17,065.80				
Bostick & James (Sub)	45,884.82	46,976.81	1,091.99		2.32	
J.C. Denton (Sub)	8,737.27	8,737.27				
	254,718.53	239,641.28		15,077.25		6.29

6.29% Loss on Gross Revenue

CRUSHING BREAKDOWN - Contract No. 5637

		Quantity	Unit	Cost	Unit Cost
1"-0 Base Material	Crush	42,817.57	Ton	27,492.78	0.64
	Load & Process	42,817.57	Ton	24,913.74	0.58
	Haul	42,817.57	Ton	8,573.51	0.20
	TOTAL	42,816.57	Ton	60,980.03	1.42
3/4"-0 Binder Material	Crush	380.00	Cu.Yd.	342.00	0.90
	Load & Process	380.00	Cu.Yd.	167.20	0.44
	Haul	380.00	Cu.Yd.	456.06	1.20
	TOTAL	380.00	Cu.Yd.	965.26	2.54
Aggregate Material	Crush	2,023.00	Cu.Yd.	2,844.80	1.40
	Load & Process	2,032.00	Cu.Yd.	1,422.40	.70
	Haul	2,032.00	Cu.Yd.	1,950.82	.96
	TOTAL	2,032.00	Cu.Yd.	6,218.02	3.06
1/2"-1/4" Mat'l in S.P.	Crush	1,400.58	Cu.Yd.	1,708.71	1.22
	Haul and Pile	1,400.58	Cu.Yd.	1,204.50	0.86
	TOTAL	1,400.58	Cu.Yd.	2,913.21	2.08
1/4"-#10 Mat'l in S.P.	Crush	601.21	Cu.Yd.	733.47	1.22
	Haul and Pile	601.21	Cu.Yd.	512.22	0.85
	TOTAL	601.21	Cu.Yd.	1,245.69	2.07

CRUSHING BREAKDOWN CONT'D. - Contract No. 5637

		Quantity	Unit	Cost	Unit Cost
1/4"-0 Mat'l in S.P.	Crush	551.80	Cu.Yd.	673.12	1.22
	Haul and Pile	551.80	Cu.Yd.	470.03	0.85
	TOTAL	551.80	Cu.Yd.	1,143.15	2.07

DETAIL OF COST - Contract No. 5637

Labor:		
Labor and Supervision	$ 59,196.78	
Tax and Insurance	4,037.95	
Health, Welfare and Pension	2,152.53	
Travel Pay	644.83	$ 68,032.09
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	42,282.23	
Equipment Rental, Hired	2,244.08	
Gas, Oil and Grease	7,585.94	
P.L. and P.D. Insurance and Bond	4,417.62	
Move In and Set Up	5,722.40	
Freight	431.78	
Home Office and General Overhead	2,375.00	
Miscellaneous Expense	637.09	65,696.14
Materials:		
MC-2 Asphalt	1,544.42	
RS-1 Asphalt	2,570.83	
120-150 Asphalt	4,091.14	
60-70 Asphalt	42,004.03	50,210.42
Hired Contractor:		
Tuss Bros.	17,065.80	17,065.80
Subcontractors:		
Bostick & James	46,976.81	
J.C. Denton	8,737.27	55,714.08
TOTAL COST		$ 254,718.53

Remarks - Contract No. 5637

This was a "Federal Aid Primary Project" calling for the grading and paving of the West Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County.

The west end of the project was approximately 4.3 miles west of the Millican Post Office and extending easterly 8.83 miles to a point approximately 4.5 miles east of the Millican Post Office.

The work consisted of widening of raidbed, laying of stone base and shoulders, asphaltic concrete paving of roadbed, oiling of shoulders, and furnishing of crushed materials in stockpiles.

The subcontractor began clearing and grading April 11th and completed July 13, 1960. Contractor placed base rock May 5th to July 22nd, A.C. mix from June 13th to July 25th, and shoulder oiling from July 27th to August 2nd. Guard rail and sight posts were installed August 8th to August 26th and semi-final estimate submitted September 3, 1960.

By note on weekly report of September 3, 1960, the placing of base rock and A.C. mix was held up intermittently by grading subcontractor. The inconvenience of this situation apparently was not serious but probably caused some additional cost to both parties.

The loss on this project seems to be mainly in surfacing items and operations indicating too close a bidding and possibly the conflict of having grading and surfacing operations going simultaneously.

M.N. Juve
Chief Cost Analyst

By

A.D. Bollinger

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DEC 16 1960
FOR FILING
F-147(13)
5637

December 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by a Highway Official, for the West Unit, Fort Rock Road-Brothers Section, Project No. F-147(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

Contract 5637

Monthly transaction number 12-31	Fo 2A (5-[illegible]-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
		Project number F-147(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 20**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ 253,273.00
Revised Federal funds	$ 155,284.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **14** day of **December**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

USComm-DC 11170

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[illegible] 1960
FOR FILING

F-147(13)

5637

408 State Highway Building
Salem, Oregon

December 9, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

By:
M. E. Martin
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Proposed Modification of Federal-aid Project Agreements

Attached are two copies of proposed modification of Federal-aid project agreements for the following projects:

U-196(19)	Main Street Bridge (Lebanon-Santiam Canal) Sec.
F-147(13)	West Unit, Fort Rock Road-Brothers Section

If the project agreements are satisfactory, they should be signed and returned to this office.

Attachments

RECEIVED
OCT [illegible] 1960
FOR FILING

7 147 (13)

5637

October 20, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5637 for grading-paving the West Unit of the Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County was completed by the contractor Warren Northwest, Inc., on August 26, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $7,049.90 will be released to the contractor after acceptance by the Commission. The total contract amount is $239,641.28, of which amount $4,648.98 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

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SEP [illegible] 1960
FOR FILING

7-147 (13)

5637

September 14, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5637 for grading-paving the West Unit of the Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County.

This payment, in the amount of $33,270.67, will be released to contractor on or after September 24, 1960, and the retained percentage is $7,049.76.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co.,
803 Title & Trust Bldg.,
Portland 4, Oregon

RECEIVED
AUG 30 1960
FOR FILING
F-147(13)

5637

August 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 26, 1960, on Contract No. 5637, West Unit, Ft. Rock Road-Brothers Section, in Deschutes County, in connection with Federal Aid Project No. F-147(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Asst. Office Engineer

DBP:sw

cc: Clarence G. Swanson

Form E-1—(Rev.)—

14

7-147 (12)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 27 August, 1960

Section West Unit, Pt. Rock Road-Brothers

Kind of work Grading & Paving

Highway Central Oregon County Deschutes

Section prefix 9-1049

Contractor Warren Northwest, Inc.

Contract number 5637

Date of contract 4-21-60, 19

Specified work days 100

Date work started 4-5-60, 19

Work days used 82

Project authorization . . . . . $ 255,755.30

Per cent of time elapsed 82 %

Exclusive of engineering . . . . $ 237,283.81

Estimated cost of completed project, exclusive of engineering . . . . $ 234,536.67

[redacted] per cent [redacted] underrun . . . . 1.15 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 18,471.49

Engineering cost to date $ 16,200, 87.70 %

Date project was completed August 26, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	None	100	100	40,000 T. Base 22,400 T.Pav.Aggn

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Painting of guard rail completed on Friday.

Final clean-up expected next week.

NOTED
JOHN R. OAKES

DIVISION
RECEIVED
30 1960
COE

Signed R. H. Clark R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.83	8.83	8.83	8.83	8.83
Miles partially completed					
Miles completed	8.83	8.83	8.83	8.83	8.83
Total estimated quantities (contract)	50,200	43,666	2,000	240 T. 2140 s.y.	1,230 T. 22,400 s. y.
Equip. Rental Total quantities corrected to date	17,260 50,864	42,820	2,554	234 2412	1,250 21,717
Estimated quantities moved or placed to date	68,124	42,820	2,554	234 2412	1,250 21,717
Average daily quantities	1,048	973		30 300	1,207
Average daily quantities necessary to complete project on time	complete		complete		complete
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair-Warm		
Monday	Cloudy-Cool		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

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1960
FOR FILING
7-147 (13)

5627

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **W. Unit Fort Rock Rd.-Brothers** Highway **Central Oregon**

County **Deschutes** MP 20 to MP 29 Contractor **Warren Northwest**

Resident Engineer **R. Clark** Inspector

Date Completed **August, 1960** Date Reported **August 15, 1960**

Type and Thickness of Wearing Surface **3½" B** A. C.____ Oil Mat__________ Seal.

N, S, (E,) W from ~~MP~~ or Sta. 1085+00

Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Mile	Test Run On Total	Test Run On per mi.
1	750	87	87	7	609	88
2	1500	172	85	8	702	93
3	2250	252	80			
4	3000	336	84			
5	3750	429	93			
6	4500	521	92			

Average Roughness Per Mile 87.7"

N, S, E, (W) from ~~MP~~ or Sta. 1563+00

Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Mile	Test Run On Total	Test Run On per mi.
1	750	81	81	7	594	81
2	1500	162	81	8	678	84
3	2250	252	90			
4	3000	339	87			
5	3750	430	91			
6	4500	513	83			

Average Roughness Per Mile 84.7"

Remarks:

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer ✓
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

RECEIVED
JUL . 1960
FOR FILING

F-147(13)

5637

A

July 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 to cover the furnishing of water on the West Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County, Contract No. 5637, in connection with Federal Aid Project No. F-147(13).

This work is necessary to compact fills and to alleviate a bad dust condition. The average haul necessary to procure water is approximately 19 miles. The contractor's asking unit price was $8.00 per M-gal. and it is thought more practical and economical to do the sprinkling on force account basis.

In as much as there is a factor of protection and safety to the traffic the contractor has agreed to assume one-half of the cost. Verbal approval has been given this order by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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1960
FORM E-80X 50M 2-60 26119
FOR FILING
F 147(13)
5637

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1960

SUBJECT: West Unit, Fort Rock Road-Brothers
Central Oregon Highway

To:
Memo to the files

Subject project was awarded without a bid item for sprinkling. This was an oversight on the part of the designers inasmuch as it is over 40,000 tons of rock material to be placed along with considerable grading in extremely dry material. Water is therefore necessary to both allay hazardous dust conditions and to set up and preserve the base rock and the earth material. As is our usual custom, Mr. Swift has recommended that we split the cost of the water on a 50-50 basis with the contractor.

The contractor offered to do said sprinkling at $8 per unit. However, it was impossible for us to justify more than about a $6 per unit value. We therefore, elected to do said sprinkling by extra work methods. Mr. Polk was contacted this date concerning this item and expressed approval of the method of handling.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:jk

cc: Mr. Cooper
Mr. Swift
Mr. Polk

RECEIVED
[illegible] ENGINEER

Contract 5637   5-20-60   A

Monthly Transaction No. RECEIVED 5 96 1960	For 1-2 (9- 57) **U.S. DEPARTMENT OF COMMERCE** **BUREAU OF PUBLIC ROADS**	ate **Oregon**
		County **Deschutes**
Project Report No. FOR FILING F 147(13)	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **F-147(13)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5637

Project termini
US 20, 4 mi. W. of Millican E. 8.8 mi.
(West Unit, Fort Rock-Brothers Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-11-60	8.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 249,582	Federal funds $ 152,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________
~~Deputy~~ State Highway Engineer
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. C. Polk
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer May 20, 1960

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the West Unit, Fort Rock Road-Brothers Section, Project No. F-147(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

May 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Unit, Fort Rock Road-Brothers Section, Project No. F-147(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. F-147(13)

WEST UNIT, FORT ROCK ROAD-BROTHERS SECTION OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 5, 1960

Type Code 6201
Roadway (Sta. 1085+00 through Eque. 1445+51.6=1456+19.5 to Sta. 1562+00)
(Contract 5637)

Drainage Excavation, Unclassified	50	cu. yds.	$ 3.00	$ 150.00
General Excavation, Unclassified	45,300	cu. yds.	0.58	26,274.00
Embankment in Place	4,900	cu. yds.	0.76	3,724.00
Blade Grader	250	hours	12.50	3,125.00
Tractor and Loader	20	hours	15.00	300.00
Dump Trucks	20	hours	7.00	140.00
Air Compressor	30	hours	10.00	300.00
Jackhammer	30	hours	1.00	30.00
Explosives	500	lbs.	1.00	500.00
18-inch Corrugated Metal Pipe	55	lin. ft.	4.50	247.50
24-inch Corrugated Metal Pipe	24	lin. ft.	7.00	168.00
36-inch Corrugated Metal Pipe	15	lin. ft.	14.00	210.00
12-inch Concrete Pipe	30	lin. ft.	2.25	67.50
18-inch Concrete Pipe	190	lin. ft.	4.50	855.00
36-inch Concrete Pipe	210	lin. ft.	10.50	2,205.00
Metal Guard Rail	3,100	lin. ft.	2.28	7,068.00
Guide Posts, Type "W-2"	260	only	5.75	1,495.00
1" - 0 Material in Base	43,600	tons	1.20	52,320.00
Preparation of Base	8.83	miles	70.00	618.10
3/4" - 0 Material in Binder Course	190	cu. yds.	2.35	446.50
Furnishing and Placing Aggregates	1,950	cu. yds.	3.40	6,630.00
MC-2 Asphalt	30	tons	44.00	1,320.00
120-150 Asphalt	120	tons	40.00	4,800.00
RS-1 Asphalt	90	tons	44.00	3,960.00
Asphaltic Concrete Mixture	22,400	tons	2.85	63,840.00
Asphalt in Mixture	1,230	tons	35.00	43,050.00
Extra for Paving Approaches	8	only	25.00	200.00
				$224,043.60

Flagging (57½% of Contractor's Cost)	All Required	$ 1,250.00
Signing (Temporary)	All Required	900.00
Signing (Permanent)	All Required	700.00
	Subtotal	$226,893.60
	10% Engr. & Cont.	22,688.40
	Total	$249,582.00

Length of Roadway . . . . . .8.828 Miles

Cost of Roadway Per Mile. . .$28,271.63

Federal Funds	$152,000.00
State Funds	97,582.00
	$249,582.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-147(13)

WEST UNIT, FORT ROCK ROAD-BROTHERS SECTION

OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 8, 1960

Type Code 6201
Roadway (Sta. 1085+00 Thru Equa. 1445+51.6-1456+19.5 to Sta. 1562+00)

Drainage Excavation, Unclassified	50	cu. yds.	$3.00	$ 150.00
General Excavation, Unclassified	45,300	cu. yds.	0.75	33,975.00
Embankment in Place	4,900	cu. yds.	0.75	3,675.00
Blade Grader	250	hours	12.50	3,125.00
Tractor and Loader	20	hours	15.00	300.00
Dump Trucks	20	hours	7.50	150.00
Air Compressor	30	hours	5.70	171.00
Jackhammer	30	hours	2.00	60.00
Explosives	500	lbs.	0.60	300.00
18-inch Corrugated Metal Pipe	55	lin. ft.	5.50	302.50
24-inch Corrugated Metal Pipe	24	lin. ft.	7.50	180.00
36-inch Corrugated Metal Pipe	15	lin. ft.	14.50	217.50
12-inch Concrete Pipe	30	lin. ft.	2.50	75.00
18-inch Concrete Pipe	190	lin. ft.	4.50	855.00
36-inch Concrete Pipe	210	lin. ft.	10.00	2,100.00
Metal Guard Rail	3,100	lin. ft.	2.75	8,525.00
Guide Posts, Type "W-2"	260	only	6.75	1,755.00
1" - 0 Material in Base	43,600	tons	1.40	61,040.00
Preparation of Base	8.83	miles	250.00	2,207.50
3/4" - 0 Material in Binder Course	190	cu. yds.	4.00	760.00
Furnishing and Placing Aggregates	1,950	cu. yds.	4.00	7,800.00
MC-2 Asphalt	30	tons	48.00	1,440.00
120-150 Asphalt	120	tons	46.00	5,520.00
RS-1 Asphalt	90	tons	60.00	5,400.00
Asphaltic Concrete Mixture	22,400	tons	3.60	80,640.00
Asphalt in Mixture	1,230	tons	35.00	43,050.00
Extra for Paving Approaches	8	only	30.00	240.00
				$264,013.50
Flagging (57½% of Contractor's Cost)	All Required			1,250.00
Signing (Temporary)	All Required			900.00
Signing (Permanent)	All Required			700.00
	Subtotal			$266,863.50
	10% Engr. & Cont.			26,685.50
		Total		$293,549.00

Length of Roadway - - - - - - - 8.828 Miles
Cost of Roadway Per Mile- - - - $33,252.03

Federal Funds -	$179,000.00
State Funds -	114,549.00
	$293,549.00

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RECEIVED
MAY 17 1960
FOR FILING
F-147(13)
5637

May 17, 1960

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Attention Mr. R. N. Batie

Gentlemen:

We are returning herewith Order for Extra Work No. 1 on Contract No. 5637, West Unit, Fort Rock Road-Brothers in Deschutes County, noted to show the signatures as requested.

Neither Mr. Edwards or Mr. Paxson are available for personal signatures today so we have made notations as the order was originally signed. This will validate the order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5073 · PHONE ALPINE 3-7531
PORTLAND 13, OREGON

May 13, 1960

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Enclosed is our copy of Order #1 for Extra Work on our Contract #5637, West Unit, Fort Rock Rd.-Brothers. If you will check at the bottom of our copy, you will see that two signatures are missing. We would greatly appreciate having these added and the Work Order returned to us for our files.

Very truly yours,

WARREN NORTHWEST, INC.

R. E. Batie

R. E. Batie
President

REB:JB

Encl. - 1.

CONSTRUCTION DIVISION
RECEIVED
MAY 16 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
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MAY 11 1960
FOR FILING
F 147 (13)
5637

FORM 8-120

COMMISSION

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 10, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5637, awarded April 21, 1960, for grading-paving the West Unit of the Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

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RECEIVED
MAY 12 1960
FOR FILING
F 147(13)
5637

May 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the West Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County, Contract No. 5637, in connection with Federal Aid Project No. F-147(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

Encl.

DBP:ia

4

RECEIVED
APR 25 1960
FOR FILING
F 147(13)

5637

April 22, 1960

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5637 for grading and paving on the West Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County.

This award was based on your bid of $228,043.60 which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
APR 25 1960
FOR FILING

F-147(13)

5637

A

April 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 5, 1960, on Contract No. 5637, West Unit, Fort Rock Road-Brothers Section, in Deschutes County, in connection with Federal Aid Project No. F-147(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED

FOR FILING
F 147(12)

5637

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5637 for Oregon Project F-147(13), West Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway, to Warren Northwest, Inc., of Portland, Oregon, low bidder in the amount of $228,043.60 at the March 29, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED
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FOR FILING
F 147(13)

5637

When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

March 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-147(13), West Unit Fort Rock Road-Brothers Section of the Central Oregon Highway providing for grading and paving of 8.828 miles of roadway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

By: A. F. Beater
Acting Division Engineer

Orig
Router

NOTED
[illegible]

F-108(9) Bend Truck Scale Site, The 1960
Dalles-California Hwy.
#5638

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FOR FILING

NOTED
W. C. WILLIAMS

W.C. Williams

November 18, 1960

Bend Truck Scale Site
Contract No. 5638

FINAL COST ANALYSIS

Truck Scale Site
Contractor: Babler Bros.
Resident Engineer: Robert H. Clark

The Dalles-California Hwy.
Prefix 9-1050-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	All	2,500.00	1,130.21	1,130.21	2,500.00
Drainage Excav.	71.74	Cu. Yd.	4.00	5.565	399.24	286.96
General Excav.	5,383.20	Cu. Yd.	0.40	0.391	2,105.22	2,153.28
18" C.M.P.	76	Lin. Ft.	5.00	4.780	363.27	380.00
1-1/2" Elec. Conduit	50	Lin. Ft.	2.00	1.769	88.47	100.00
Select Roadbed Topping	5,796.5	Cu. Yd.	0.60	0.503	2,917.78	3,477.90
3/4"-0 Leveling Course	693	Cu. Yd.	4.00	3.589	2,487.46	2,772.00
Sprinkling	32.2	M-Gal.	2.00	1.760	56.73	64.40
Preparation of Base	0.52	Mile	500.00	493.48	246.74	260.00
3/4-0 in Binder	70	Cu. Yd.	6.50	3.589	251.23	455.00
Furnish & Place Aggregate	432	Cu. Yd.	6.50	3.590	1,550.67	2,808.00
MC-2 Asphalt	10.76	Ton	55.00	54.599	587.48	591.80
120-150 Asphalt	32.25	Ton	55.00	54.256	1,749.76	1,773.75
RS-1 Asphalt	11.73	Ton	55.00	54.075	634.30	645.15
9" Concrete Surfacing	106.67	Sq. Yd.	7.00	7.00	746.69	746.69
Constr. Scale Pit & Approach	All	Lump	4,000.00	3,525.00	3,525.00	4,000.00
PA# Extra Conc. in Footings	6.52	Cu. Yd.	90.00	391.14	391.14	586.80
Force Account - Flagging					52.89	30.41
					$19,284.28	$23,632.14

Gross Revenue	$ 23,632.14
Total Cost	19,284.28
Net Profit	$ 4,347.86

Net Profit equals 18.398 of Gross Revenue

DETAIL OF COST - Contract No. 5638

Labor:		
Labor and Supervision	$ 3,840.58	
Insurance, Welfare and Pension	420.92	$ 4,261.50
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental (Owned)	3,595.58	
Gas, Oil, and Grease	570.08	
Bond	141.79	
General Overhead	200.00	
Drill Steel and Bits	15.60	
Move In	962.00	
Explosives	318.15	
Flagging	52.89	
P.L and P.D. Insurance	42.99	
Extra Concrete	391.14	6,290.22
Materials:		
18" C.M.P.	232.26	
1-1/2" Conduit	21.97	
Crushed Material	2,390.00	
MC-2 Asphalt	368.11	
120-150 Asphalt	1,050.93	
RS-1 Asphalt	397.60	
9" Concrete	746.69	
Construct Pit and Slabs	3,525.00	8,732.56
TOTAL COST		$ 19,284.28

CRUSHING BREAKDOWN - Contract No. 5638

	Quantity	Unit	Cost	Unit Cost
3/4"-0 Level Course				
Purchased Commercially	693	Cu.Yd.	1,386.00	2.000
Haul and Place	693	Cu.Yd.	1,101.46	1.589
TOTAL	693	Cu.Yd.	2,487.46	3.589
3/4"-0 in Binder				
Purchased Commercially	70	Cu.Yd.	140.00	2/000
Haul and Place	70	Cu.Yd.	111.23	1.589
TOTAL	70	Cu.Yd.	251.23	3.589
Oiling Aggregates				
Purchased Commercially	432	Cu.Yd.	864.00	2.000
Haul and Place	432	Cu.Yd.	686.67	1.590
TOTAL	432	Cu.Yd.	1,550.67	3.590

Remarks - Contract No. 5638

This was a "Federal Aid Primary Project" consisting of grading and oiling approximately 0.52 mile of roadbed and construction of scale pit and approach slabs. The north end of the project is approximately four miles south of Bed city limits and extends southerly 0.52 mile on The Dalles-California Highway in Deschutes County.

Bids were opened March 29, 1960 and awarded April 21, 1960. Clearing was started April 5th with grading starting April 6th and completed April 20th. Cinder base was started April 13th and completed April 26th. Hauling 3/4-0 leveling course finished April 28th. Binder course placed April 29th. Concrete scale foundation and approaches poured from April 14th to April 21. 0-11 oil mat laid June 15th and 16th. Cleanup completed June 18th and all equipment removed June 22nd. Semi final estimate finished June 25th.

Inclement weather prohibited oiling from May 1 to June 15, 1960. Progress was good except for this period which was utilized for concrete work.

The analysis of this job shows a profit of 18.4%, a result of good management.

M.N. Juve
Chief Cost Analysis

By

Arthur Bollinger

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[illegible] 1960
FOR FILING

F-108(9)

5638

August 19, 1960

Mr. George E. Weniger
Post Office Box 181
Sisters, Oregon

Dear Mr. Weniger:

Since your letter of June 22 in regard to the freshly oiled section of the highway between Bend and Sisters we have received word from our Division Office at Bend that this section was being oiled by Babler Bros., 4617 S. E. Milwaukie Avenue, Portland 2, Oregon.

You should contact this contractor in regard to your complaint and cost of a new windshield.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:ms

cc: Mr. W. C. Williams
Mr. Dean Swift

FORM 230—50M—6-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 7, 1960

SUBJECT: Assignment No. 821
Mr. George E. Weniger

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

In reply to your assignment No. 821 being returned herewith, and having to do with flying rocks as reported by Mr. George Weniger of Sisters. I investigated this immediately after receiving my copy of Mr. Weniger's letter.

Mr. Fossen, Resident Engineer informs me that the 35 Miles Per Hour signs with the words "Fresh Oil, Flying Rocks" were posted and were kept up a few days after the job was completed; however, there is no doubt that he did meet some people doing 50 or 60 miles per hour, as happens on all freshly oiled jobs.

It seems to me that the cost of his wind shield should be borne by Babler Brothers insurance.

Dean Swift

DEAN SWIFT
Division Engineer

DS:me

RECEIVED
JUL 8 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
June 29, 1960

Mr. Dean Swift
Division Engineer
Bend, Oregon

Attached is a copy of a letter dated June 22, which was received from Mr. George E. Weniger of Sisters, Oregon. You have already received a copy of this letter direct from Mr. Weniger.

Will you kindly have the substance of Mr. Weniger's letter investigated and give us a report so that he can be given an explanation and the results of our investigation.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Enclosure

cc Mr. George E. Weniger
P. O. Box 181
Sisters, Oregon

P. O. Box 181
Sisters, Oregon
June 22, 1960

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

I want a reply to this letter, stating exactly why there is no posted and enforced speed limit on the newly oiled sections of highway between Bend and Sisters.

To date, I have had my windshield broken in three places by large pieces of crushed rock thrown by cars approaching me at perhaps 50 or 60 m.p.h. on freshly oiled sections of this highway. The first was a few days ago. Today, two more.

Today, traffic was being stopped and led through the actual work area by a pilot car, at the proper speed. But east of the work area it was a free-for-all. Here were several miles of fresh oil with no speed limit signs; only an occasional "New oil, flying rock" sign, meaningless to the speed happy boobs as they don't get hit by the rocks they throw.

I have to travel this highway ten times a week (five round trips). Since the road repairs began, I have been unable to make even one trip without getting smacked all over by dozens of rocks. With three breaks in the windshield already, what will it be by the time the oiling is finished?

This is the first time I have had glass broken by flying rock. Also, it is the first time I have seen oiling done with such large size rock and so poorly laid that rock continues to fly for days and days. True, much of the fault lies with the drivers. But if this king-size rock is to be used and laid in this manner, the State is also guilty of negligence in not posting and ENFORCING a safe speed limit.

Who pays for the windshield?

Yours truly,

George E. Weniger

George E. Weniger
A taxpayer

RECEIVED
JUN 27 1960
OREGON
STATE HIGHWAY COMMISSION

cc: Oregon State Highway Dept.
Bend, Oregon

Oregon State Police
Bend, Oregon

RECEIVED
JUN 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1960
FOR FILING

F.108(9)

5638

July 28, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5638 for grading-oiling on the Bend Truck Scale Site Section of The Dalles-California Highway in Deschutes County was completed by the contractor, Babler Bros. Inc., on June 16, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $708.05 will be released to the contractor after acceptance by the Commission. The total contract amount is $23,632.14, of which amount $30.41 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUL - 7 1960
FOR FILING

F 108(9)

5638

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July 6, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc., on contract #5638 for grading-oiling the Bend Truck Scale Site Section of The Dalles-California Highway in Deschutes County.

This payment, in the amount of $5,817.50, will be released to contractor on or after July 16, 1960. The retained percentage is $708.05.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

F 108(?)
5638

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 25 June, 1960

Section Bend Truck Scale Site

Highway The Dalles-Calif. County Deschutes

Contractor Babler Bros., Inc.

Date of contract 21 April, 1960

Date work started 4 April, 1960

Project authorization $ 26,403.75

Exclusive of engineering $ 24,526.15

Kind of work Grading & Oiling

Section prefix 9-1050

Contract number 5638

Specified work days 70

Work days used 13

Per cent of time elapsed 18.57 %

Estimated cost of completed project, exclusive of engineering $ 24,526.15

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization 1750. $ 1,877.60

Engineering cost to date $ ~~175.00~~, 93.20 %

Date project was completed 16 June, 1960

CONSTRUCTION DIVISION
RECEIVED
JUN 27 1960

NOTED-- ☐ ☒ ☐ ☐ ☐
CE ACE ACE COE

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	Aggregate purchased from Comml. plant at Tumalo.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Clearing of the scale site started on April 5 . Grading work underway on April 6 completed on April 20. Placing of the cinder base material started on April 13, completed April 26. Hauling of the 3/4"-0" leveling course of crushed gravel started on April 26 and was completed on April 28. Placing of the oil binder course April 29.

Pouring of concrete for scale foundation and approaches started April 14 completed April 15, (foundation) and April 21 (approaches.

Placing of the 0-11 oilmat June 15 and 16. General maintenance and cleanup completed June 18. Removal of all equipment ~~April~~ June 22.

NOTED

Final report.

Semi-final estimate completed as of this date. We are holding same awaiting Wage certification forms from the contractor.

Signed A. A. Fossen A.A. Fossen

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.52	0.52		0.52	2 - 12'x40' Slabs compl.
Miles partially completed					
Miles completed	0.52	0.52		0.52	
Total estimated quantities (contract)	6,010	6,550		52 T. 500 c. y.	110 sq. yd.
Total quantities corrected to date	5,454	5,796		54 T. 502 c. y.	106.67
Estimated quantities moved or placed to date	5,454	5,796		54 502	106.67
Average daily quantities (12)	455	414 (14)		167	
Average daily quantities necessary to complete project on time	0	0		18 (3 days) 0	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & Cooler		
Monday	" "		
Tuesday	" "		
Wednesday	Clear & Warm		
Thursday	" "		
Friday	" "		
Saturday			

RECEIVED
JUN 22 1960
FOR FILING

F 108(9)

5638

A

June 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 16, 1960, on Contract No. 5638, Bend Truck Scale Site, in Deschutes County, in connection with Federal Aid Project No. F-108(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

James A. Hardie
Assistant Office Engineer

DBP:bb
cc: Clarence G. Swenson

Contract 5638 5-20-60 A

Monthly Transaction No. RECEIVED 5 5/61	Fo -2 (9 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Deschutes**
Project Report No. FOR FILING F 108(9)	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **F-108(9)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5638

Project termini
Bend Truck Scale Site
(Approx. 4 miles south of Bend)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-6-58	0.0
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 21,417	Federal funds $ 13,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
~~Deputy~~ **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By ~~XX~~ **C. G. Polk**
Division Engineer
By: **R. C. Wright**
Administrative Manager

Date executed by Division Engineer **May 20, 1960**

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Bend Truck Scale Site, Project No. F-108(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:jb

May 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bend Truck Scale Site, Project No. F-108(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. F-108(9)

BEND TRUCK SCALE SITE ON THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 4, 1960

Type Code X050
Roadway (Sta. 227+00)

Clearing and Grubbing	All	Required		$ 2,500.00
Drainage Excavation, Unclassified	10	cu. yds.	$ 4.00	40.00
General Excavation, Unclassified	6,000	cu. yds.	0.40	2,400.00
18-inch Corrugated Metal Pipe	80	lin. ft.	5.00	400.00
1½-inch Electrical Conduit	50	lin. ft.	2.00	100.00
Selected Roadbed Topping	5,900	cu. yds.	0.60	3,540.00
3/4" - 0 Material in Leveling Course	650	cu. yds.	4.00	2,600.00
Sprinkling	200	M-gals.	2.00	400.00
Preparation of Base	0.52	mile	500.00	260.00
3/4" - 0 Material in Binder Course	70	cu. yds.	6.50	455.00
Furnishing and Placing Aggregates	430	cu. yds.	6.50	2,795.00
MC-2 Asphalt	10	tons	55.00	550.00
120-150 Asphalt	32	tons	55.00	1,760.00
RS-1 Asphalt	10	tons	55.00	550.00
9-inch Concrete Surfacing	110	sq. yds.	7.00	770.00
				$19,120.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 50.00
A. C. Traffic Markers	All	Required		100.00
Signing	All	Required		200.00
		Subtotal		$19,470.00
		10% Engr. & Cont.		1,947.00
		Total		$21,417.00

Length of Project 0.000 Mile

Federal Funds	$13,000.00
State Funds	8,417.00
	$21,417.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-108(9)

BEND TRUCK SCALE SITE ON THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 25, 1958

Type Code Y050
Roadway (Sta. 227+00)

Clearing and Grubbing	All	Required	$	$ 1,000.00
Drainage Excavation, Unclassified	10	cu. yds.	3.00	30.00
General Excavation, Unclassified	6,000	cu. yds.	0.75	4,500.00
18-inch Corrugated Metal Pipe	80	lin. ft.	5.50	440.00
8-inch Drain Wells, 25 ft. Deep	1	only	100.00	100.00
8-inch Drain Wells, Over 25 ft. Deep	10	lin. ft.	4.00	40.00
8-inch Steel Well Casing	25	lin. ft.	3.00	75.00
Selected Roadbed Topping	5,900	cu. yds.	1.50	8,850.00
3/4" - 0 Material in Leveling Course	650	cu. yds.	5.00	3,250.00
Sprinkling	200	M-gal.	3.00	600.00
Preparation of Base	0.52	mile	200.00	104.00
3/4" - 0 Material in Binder Course	80	cu. yds.	6.50	520.00
Furnishing and Placing Aggregates	430	cu. yds.	6.50	2,795.00
MC-2 Asphalt	14	tons	90.00	1,260.00
120-150 Asphalt	32	tons	75.00	2,400.00
RS-1 Asphalt	10	tons	90.00	900.00
9-inch Concrete Surfacing	110	sq. yds.	10.00	1,100.00
				$ 27,964.00
Flagging (57½% of Contractor's Cost)	All	Required		50.00
Asphaltic Concrete Traffic Markers	All	Required		100.00
Signing	All	Required		200.00
	Subtotal			$ 28,314.00
	10% Engr. & Cont.			2,831.40
			Total	$ 31,145.40

Length of Project 0.000 Mile

Federal Funds	$ 19,200.00
State Funds	11,945.40
	$ 31,145.54

Oregon State Highway Department

Federal Aid
Project No. F-108(9)

BEND TRUCK SCALE SITE ON THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 26, 1958

Type Code Y050
Roadway (Sta. 227+00)

Clearing and Grubbing	All Required	$	$ 1,000.00
Drainage Excavation, Unclassified	10 cu. yds.	3.00	30.00
General Excavation, Unclassified	6,000 cu. yds.	0.75	4,500.00
18-inch Corrugated Metal Pipe	80 lin. ft.	5.50	440.00
Selected Roadbed Topping	5,900 cu. yds.	1.50	8,850.00
3/4" - 0 Material in Leveling Course	650 cu. yds.	5.00	3,250.00
Sprinkling	200 M-gal.	3.00	600.00
Preparation of Base	0.52 mile	200.00	104.00
3/4" - 0 Material in Binder Course	80 cu. yds.	6.50	520.00
Furnishing and Placing Aggregates	430 cu. yds.	6.50	2,795.00
MC-2 Asphalt	14 tons	90.00	1,260.00
120-150 Asphalt	32 tons	75.00	2,400.00
RS-1 Asphalt	10 tons	90.00	900.00
9-inch Concrete Surfacing	110 sq. yds.	10.00	1,100.00
			$27,749.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
Asphaltic Concrete Traffic Markers	All Required		100.00
Signing	All Required		200.00
	Subtotal		$28,099.00
	10% Engr. & Cont.		2,809.90
	Total		$30,908.90

Length of Project 0.000 Mile

Federal Funds	$19,000.00
State Funds	11,908.90
	$30,908.90

Oregon State Highway Department

Federal Aid
Project No. F-108(9)

BEND TRUCK SCALE SITE ON THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 8, 1959

Type Code Y050
Roadway (Sta. 227+00)

Clearing and Grubbing	All Required		$1,000.00
Drainage Excavation, Unclassified	10 cu. yds.	$3.00	30.00
General Excavation, Unclassified	6,000 cu. yds.	0.75	4,500.00
18-inch Corrugated Metal Pipe	80 lin. ft.	5.50	440.00
Selected Roadbed Topping	5,900 cu. yds.	1.50	8,850.00
3/4" - 0 Material in Leveling Course	650 cu. yds.	5.00	3,250.00
Sprinkling	200 M-gal.	3.00	600.00
Preparation of Base	0.52 mile	200.00	104.00
3/4" - 0 Material in Binder Course	80 cu. yds.	6.50	520.00
Furnishing and Placing Aggregates	430 cu. yds.	6.50	2,795.00
MC-2 Asphalt	14 tons	90.00	1,260.00
120-150 Asphalt	32 tons	75.00	2,400.00
RS-1 Asphalt	10 tons	90.00	900.00
9-inch Concrete Surfacing	110 sq. yds.	10.00	1,100.00
			$27,749.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
A. C. Traffic Markers	All Required		100.00
Signing	All Required		200.00
	Subtotal		$28,099.00
	10% Engr. & Cont.		2,809.90
	Total		$30,908.90

Length of Project-0.000 Mile

Federal Funds	$19,000.00
State Funds	11,908.90
	$30,908.90

Oregon State Highway Department

Federal Aid
Project No. F-108(9)

BEND TRUCK SCALE SITE ON THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 3, 1959

Type Code Y050
Roadway (Sta. 227+00)

Clearing and Grubbing	All Required		$1,000.00
Drainage Excavation, Unclassified	10 cu. yds.	$3.00	30.00
General Excavation, Unclassified	6,000 cu. yds.	.75	4,500.00
18-inch Corrugated Metal Pipe	80 lin. ft.	5.50	440.00
1½-inch Electrical Conduit	50 lin. ft.	1.80	90.00
Selected Roadbed Topping	5,900 cu. yds.	1.50	8,850.00
3/4" - 0 Material in Leveling Course	650 cu. yds.	5.00	3,250.00
Sprinkling	200 M-gals.	3.00	600.00
Preparation of Base	0.52 mile	200.00	104.00
3/4" - 0 Material in Binder Course	80 cu. yds.	6.50	520.00
Furnishing and Placing Aggregates	430 cu. yds.	6.50	2,795.00
MC-2 Asphalt	14 tons	90.00	1,260.00
120-150 Asphalt	32 tons	75.00	2,400.00
RS-1 Asphalt	10 tons	90.00	900.00
9-inch Concrete Surfacing	110 sq. yds.	10.00	1,100.00
			$27,839.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
A. C. Traffic Markers	All Required		100.00
Signing	All Required		200.00
	Subtotal		$28,189.00
	10% Engr. & Cont.		2,818.90
	Total		$31,007.90

Length of Project - 0.000 Mile

Federal Funds	$19,000.00
State Funds	12,007.90
	$31,007.90

Oregon State Highway Department

Federal Aid
Project No. F-108(9)

BEND TRUCK SCALE SITE ON THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 16, 1960

Type Code Y050
Roadway (Sta. 227+00)

Clearing and Grubbing	All Required	$	$ 1,000.00
Drainage Excavation, Unclassified	10 cu. yds.	3.00	30.00
General Excavation, Unclassified	6,000 cu. yds.	0.75	4,500.00
18-inch Corrugated Metal Pipe	80 lin. ft.	5.50	440.00
1½-inch Electrical Conduit	50 lin. ft.	1.80	90.00
Selected Roadbed Topping	5,900 cu. yds.	1.50	8,850.00
3/4" - 0 Material in Leveling Course	650 cu. yds.	5.00	3,250.00
Sprinkling	200 M-gal.	3.00	600.00
Preparation of Base	0.52 mile	200.00	104.00
3/4" - 0 Material in Binder Course	70 cu. yds.	6.50	455.00
Furnishing and Placing Aggregates	430 cu. yds.	6.50	2,795.00
MC-2 Asphalt	10 tons	90.00	900.00
120-150 Asphalt	32 tons	75.00	2,400.00
RS-1 Asphalt	10 tons	90.00	900.00
9-inch Concrete Surfacing	110 sq. yds.	10.00	1,100.00
			$ 27,414.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
Asphaltic Concrete Traffic Markers	All Required		100.00
Signing	All Required		200.00
	Subtotal		$ 27,764.00
	10% Engr. & Cont.		2,776.00
	Total		$ 30,540.00

Length of Project - - - - - 0.000 Mile

as per Balter

Federal Funds -	$ 18,~~9~~800.00
State Funds -	11,640.00
	$ 30,540.00

A

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 11 1960
FOR FILING
T 108(9)
5638

May 10, 1960

Babler Bros., Inc.,
4617 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5638, awarded April 21, 1960, for grading-oiling the Bend Truck Scale Site Section of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 25 1960
FOR FILING
[illegible]
5638

A

April 22, 1960

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland 2, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5638 for grading and oiling at the Bend Truck Scale Site on The Dalles-California Highway in Deschutes County.

This award was based on your bid of $23,120, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
APR 25 1960
FOR FILING
F-5(2)

5638

April 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 4, 1960, on Contract No. 5638, Bend Truck Scale Site Section, in Deschutes County, in connection with Federal Aid Project No. F-108(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

A

RECEIVED
1960
FOR FILING
F 108(9)

5638

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5638 for Oregon Project F-108(9), Bend Truck Scale Site on The Dalles-California Highway, to Babler Bros., Inc., of Portland, Oregon, low bidder in the amount of $23,120.00, at the March 29, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED
[illegible] 1960
FOR FILING
F 108(9)
5638

When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

March 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the revised P. S. and E. documents for Oregon Project F-108(9), Bend Truck Scale Site on The Dalles-California Highway in Deschutes County.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

orig [illegible]

NOTED
FORREST COOPER

I-80N-2(11) Cascade Locks Sec., 1960
41 Columbia River Hwy. (Grad.)
#5639 [redacted]

C&A
2413
8-23 61
RR-519
3-7-61

RECEIVED
APR 19 1965

FOR FILING

[illegible]

56

See Court R/W Col. R(4)
Cascade Locks Bypass
1962

April 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are sending five copies of revised as constructed plan sheets No. 6 for the Multnomah Co. Line-E. Cascade Locks Section, Project No. I-80N-2(20)39; and five copies of revised as constructed plan sheets No. 3 for the Cascade Locks Section, Project No. I-80N-2(11)41. Included in the submission are two copies of revised right of way plans, sheets No. 2, 3 and 4, for the Cascade Locks Section, Project No. I-80N-2(12)41.

We request that one copy of revised right of way plan sheets be returned approved for our files if found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:ia

RECEIVED
JAN 8 - 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

1127

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 6, 1965

Mr. Herbert Wenzel
City Administrator
City of Cascade Locks
Cascade Locks, Oregon

372

Dear Sir:

We are enclosing twosets of the "As Constructed" plans for the following projects:

Multnomah County Line-Cascade Locks Section, Contract No. 5829, Sheets No. 4, 5, 5A, 6, 7, 8, 8A, 8B, 9.

Cascade Locks Section, Contract No. 5639. Sheets No. 3, 4, 5, 5A.

The above information was requested in your letters of December 30 and 31, 1964.

Very truly yours,

F. D. Morgan
Construction Engineer

By D J Barbee

D. J. Barbee
Assistant Construction Engineer

Enc.
GCW:fp
cc L. P. Shaw

7

MILDRED FREDRICH
Recorder-Treasurer

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON

HERBERT WENZEL
City Administrator

Municipal Owned Water, Light and Power

December 31, 1964

Shaw

Please handle

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

In reference to the City Administrator's letter of December 30, 1964, I would like to clarify our problem here.

Porter

The Interstate freeway 80N section located in Cascade Locks has two overpasses (one located at Hazel Street, one at Moody Avenue). The surplus water collected between these points on the freeway drained onto the city streets. This combined with our own drainage created a flooding condition.

It is felt that a better arrangement of drainage systems could be developed to eliminate reoccurance of this flooding. With the aid of the State's Engineering drawings of the drain system in the above mentioned areas, we will make a study and recommend to the city officials the steps necessary if any, to correct the problem.

Any assistance your office can give us on this matter would be appreciated, primarily in supplying necessary drawings.

Yours very truly,

Neal M. Wenzel

Neal M. Wenzel
Assistant Administrator-
Engineer

NOTED
LLOYD F. SHAW

CONSTRUCTION DIVISION
RECEIVED
JAN 5 1965
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

MILDRED FREDRICH
Recorder-Treasurer

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

HERBERT WENZEL
City Administrator

December 30, 1964

REFERRED TO
Shaw

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Due to the extreme emergency we are in dire need of State Highway plans for the drains off the freeway into Cascade Locks. Will you please send us these plans immediately? Almost all of the flooding in Cascade Locks is due to the drainage system off the freeway at Moody Avenue and in that vicinity.

This is very urgent.

Yours very truly,

Herbert Wenzel
Herbert Wenzel
City Administrator

Porter

CONSTRUCTION DIVISION
RECEIVED
JAN 5 1965
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED
JAN - 4 1965
OREGON
STATE HIGHWAY COMMISSION

RE[illegible]
JUN 5 - [illegible]64
FOR [illegible]

June 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of a postfinal voucher for the Cascade Locks Section, Federal-Aid Project No. I-80N-2(11)41 in the amount of $1,705.58.

The need for a postfinal is brought about by a citation on the earlier progress voucher No. 8. The previous payments column on the front of the PR 20 was never changed on No. 9 and the error was carried forward to the final which resulted in an under payment of $1,705.58.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DAR:bb

RECEIVED
JAN [illegible] 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

L-[illegible] (11) 41

5639

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention 08-35.3

Dear Sir:

Submitted herewith are three sketches of the comparison of traffic, Cascade Locks Section, before and after construction of the Columbia River Highway, I-80N, US30. Traffic is indicated "Before" and "After" construction on a 1962 ADT basis. Estimated 1958 ADT is also indicated.

The estimated 1958 ADT that was diverted to this new section was reasonably accurate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

Attachments

bc/attach: Forrest Cooper
R. L. Porter
P. M. Stephenson
Lloyd Shaw
V. D. Wolfe
F. D. Morgan
A. E. Johnson
F. B. Crandall
Robert Conklin

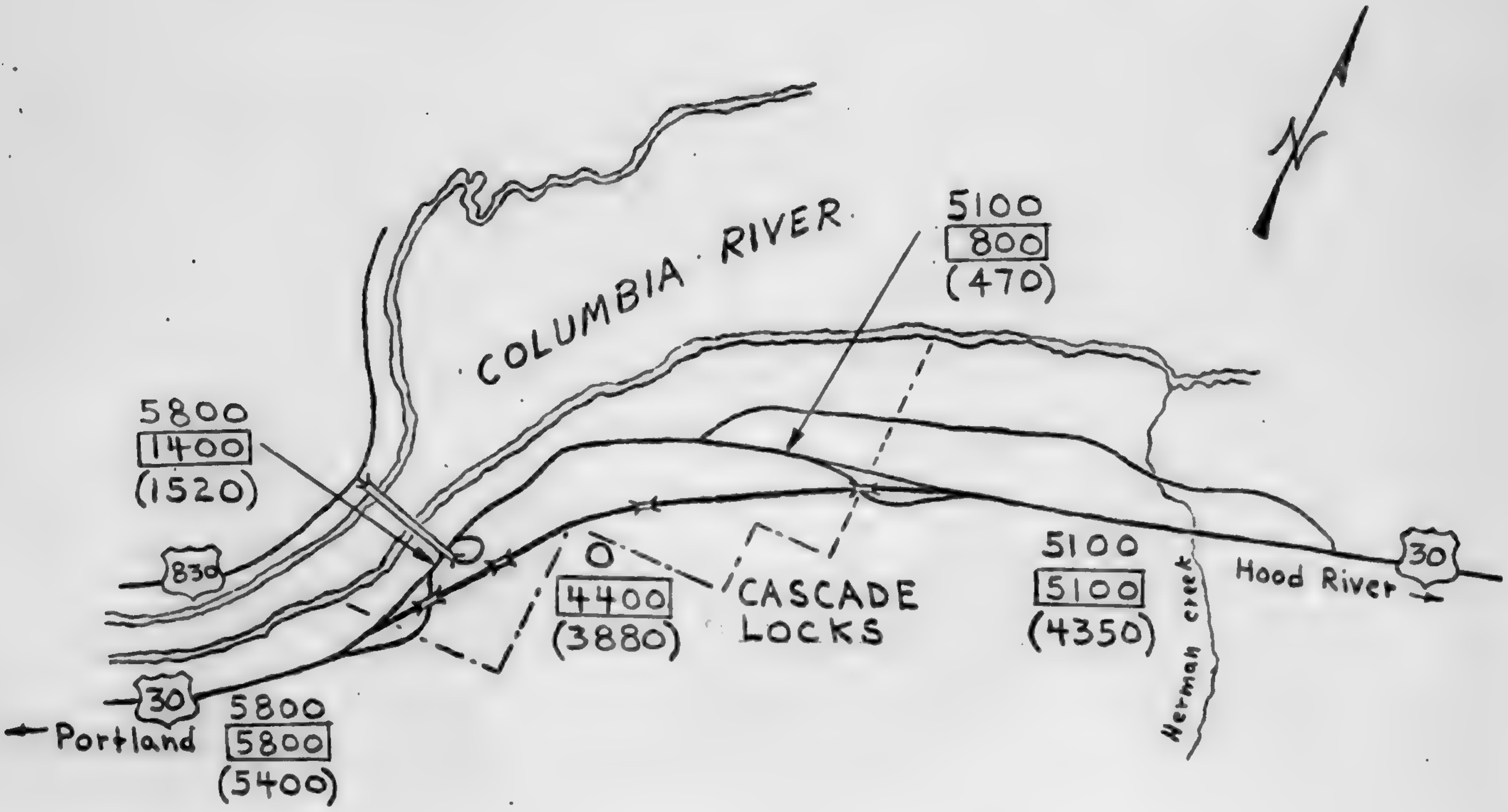
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC, CASCADE LOCKS SECTION, BEFORE AND AFTER CONSTRUCTION OF COLUMBIA RIVER HIGHWAY US30

000 1962 ADT Before Construction
$\boxed{000}$ 1962 ADT After Construction
(000) 1958 ADT Estimate with construction completed

Opened to traffic in November, 1962

December, 1962


N
COLUMBIA RIVER
5100
800
(470)
5800
1400
(1520)
830
0
4400
(3880)
CASCADE LOCKS
5100
5100
(4350)
Herman creek
Hood River
30
30
Portland
5800
5800
(5400)

M RECEIVED
APR 23 1962
FOR FILING

I-80N-3[illegible]
5639

Cascade Locks Section
Contract No. 5639

April 12, 1962

Columbia River Highway
Hood River County

FINAL COST ANALYSIS

Grading and Paving
Contractor: C.R. O'Neil
Resident Engineer: M.M. Stump

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All		22,000.00	19,053.69	19,053.69	22,000.00
Drainage Excavation	5,434.04	Cu. Yd.	2.50	2.03	11,011.20	13,585.10
Embankment Foundation Excav.	1,505.30	Cu. Yd.	0.45	0.57	862.72	677.39
General Excavation, "A"	203,823.70	Cu. Yd.	0.31	0.42	86,168.61	63,185.35
General Excavation, "B"	127,287.70	Cu. Yd.	0.80	0.94	120,040.36	101,830.16
Short Overhaul	885,386.40	Yd. Sta.	0.005	0.016	14,165.93	4,426.93
Long Overhaul	14,596.90	C-Yd. Sta.	0.35	0.53	7,783.09	5,108.92
Furnish R.B. and Slopes	All		1,500.00	2,323.26	2,323.26	900.00
Rounding Cutbanks	3,963	Lin. Ft.	0.15	0.26	1,037.73	594.75
15" CMP	834	Lin. Ft.	3.40	3.71	3,096.51	2,835.60
24" CMP	290	Lin. Ft.	6.05	6.47	1,875.72	1,754.50
48" CMP	72	Lin. Ft.	15.20	16.29	1,173.09	1,094.40
18" Concrete Pipe	1,344	Lin. Ft.	4.15	4.42	5,945.45	5,577.60
24" Concrete Pipe	340	Lin. Ft.	5.85	6.32	2,147.95	1,989.00
24" E.S. Concrete Pipe	432	Lin. Ft.	7.00	7.53	3,251.39	3,024.00
30" Concrete Pipe	88	Lin. Ft.	8.20	8.58	755.37	721.60
Pipe Under Pavement	97	Lin. Ft.	7.00	7.64	741.42	679.00
8" Metal Perf. Pipe	4,795	Lin. Ft.	2.10	2.29	10,988.56	10,069.50
Backfill in Drains	743.35	Cu. Yd.	5.50	5.43	4,036.37	4,088.43
15" Culvert Ends	1	Only	35.00	32.77	32.77	35.00
18" Culvert Ends	4	Only	45.00	46.75	186.98	180.00
15" Sewer Pipe	440	Lin. Ft.	2.80	3.06	1,346.47	1,232.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Concrete Inlet, D	5	Only	90.00	90.00	450.00	450.00
Concrete Inlet, G-1	7	Only	95.00	95.00	665.00	665.00
Concrete Manholes	2	Only	250.00	250.00	500.00	500.00
Class "A" Concrete	254.44	Cu. Yd.	58.00	58.00	14,757.52	14,757.52
Metal Reinforcement	39,599.64	Lb	0.13	0.13	5,147.95	5,147.95
Type II Fence	1,037.50	Rod	7.00	7.00	7,262.50	7,262.50
Coarse Crushed Base	2,229.35	Ton	2.00	2.19	4,874.46	4,458.69
3/4"-0 Crushed Base	712.29	Ton	2.20	2.45	1,745.27	1,745.27
Preparation of Base	All		200.00	200.00	200.00	200.00
3/4"-0 Binder Mat'l	69	Cu. Yd.	4.75	4.75	327.75	327.75
Furnish and Place Aggregate	320.00	Cu. Yd.	5.25	5.25	1,680.00	1,680.00
RC-3 Asphalt	7.59	Ton	60.00	60.00	455.10	455.10
120-150 Asphalt	18.61	Ton	60.00	60.00	1,116.30	1,116.30
RS-1 Asphalt	5.05	Ton	60.00	60.00	302.70	302.70
111. Extra Clearing	1.85	Acre	700.00	614.85	1,137.47	1,292.90
121. Pit Run Gravel	119	Cu. Yd.	2.00	1.97	234.84	238.00
131. Furnish & Place Gravel	89	Cu. Yd.	4.25	4.27	379.84	378,25
141. Extra Clearing	0.73	Acre	700.00	611.36	446.29	511.00
171. 15" CMP	92	Lin. Ft.	2.35	2.35	216.20	216.20
172. 15" CMP Bands	5	Only	2.35	2.35	11.75	11.75
173. 30 Degree Elbows	2	Only	14.45	14.45	28.90	28.90
174. Pipe Y's	3	Only	14.54	14.54	43.62	43.62
181. Cement Adj.	13.50	Bbl	4.29	4.29	57.92	57.92
EW1. Flagging	All				2,100.23	1,142.20

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
EW2. Slide Correction	All				522.02	625.94
EW3. Fill Correction	All				290.52	373.10
EW4. Clearing	All				516.02	516.02
					$343,494.81	$289,915.58

Gross Revenue	$ 289,915.58
Total Cost	343,494.81
Net Loss	$ 53,579.23

Let Loss equals 18.48% of Gross Revenue

DETAIL OF COST - Contract No. 5639

Labor:		
Labor (All)	$ 118,041.91	
Labor Insurance	11,589.89	
Welfare and Pension	8,711.53	$ 138,343.33
Materials:		
Culvert Pipe	25,895.41	25,895.41
Equipment Rental and Miscellaneous Expenses:		
Equipment Rental, Owned	83,864.24	
Equipment Rental, Hired	8,938.70	
Gas and Oil	15,222.62	
Bond	1,779.49	
Explosives	21,008.36	
Freight and Postage	1,994.39	
Home Office and General Overhead	8,455.21	
P.U.C. Fees	38.04	
Small Tools and Miscellaneous Expenses	4,516.26	145,817.31
Subcontracted or Hired:		
Dorman Construction Company	4,081.85	
Highway Protection	7,778.52	
Hannan Bros. Co.	21,578.39	33,438.76
	TOTAL COST	$ 343,494.81

Contract No. 5639 - Remarks

This was a "Federal Aid Interstate" project for the construction of 1.53 miles of highway roadbed, one reinforced box culvert, one concrete spring box, one reinforced concrete retaining wall and laying of stone base and oil mat wearing surface. The west end of the project was 850 feet west of the intersection of the relocated Columbia River Highway with Moody Street in the city of Cascade Locks. The east end of the project was the intersection of the relocated with the existing Columbia River Highway approximately 0.34 mile east of the east city limits of Cascade Locks.

The bid was received March 29, 1960 and awarded April 21, 1960. The contractor began clearing April 11, 1960, periodical rain slowing the clearing. Grading began on the westerly end of the project but rain and soft spots in grade resulted in low production on General A. General B presented a very difficult problem due to the light shoot which raised the cost above bid prices and reduced production.

Equipment used on project: Five DW21's, two D9's, two HD21's, three D8's, one HD11 with backhoe, truck crane, blade, two compressors, two air tracks, 22B shovel, 2-1/2-yard shovel, three 17-yard Euclid trucks, power saws and miscellaneous service trucks.

Supervision and equipment were good but bid prices were low which contributed to loss.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

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Keith [illegible]
File

FORM 2-30 50M 11-61 40280

5639

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1962

SUBJECT: Storm Sewer Pipe Line Agreement
Cascade Locks
Hood River County
Union Pacific Railroad Co.

To: Mr. Floyd Query
Secretary

OFFICE

Attached please find a fully executed copy of a pipe line crossing agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

Hershberger

J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment

cc: G. S. Paxson
F. D. Morgan
I. A. De France
A. E. Johnson
C. H. Baker

NOTED
FLOYD QUERY

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DEC 11 1961
FOR FILING

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5639

December 8, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Multnomah County Line-East Cascade
  Locks Section
Columbia River Highway
Project I-80N-2(20)39

Dear Sir:

Investigation of the complaint of Mr. Von Ahn about the diversion of water onto his property in the vicinity of Station 1917+ has been completed. It has been established that we have definitely increased the flow of water onto his property by cutting the natural drainage at the old watershed road. The diverted water flows along the southerly side of the freeway and crosses in a culvert at Station 1917.

Mr. Von Ahn has stated that he is not interested in monetary damages, and will not consider an open ditch across his property except by condemnation. He apparently has developed plans for the property which would be disrupted by the open ditch. We have three alternate plans for alleviation of the problem. They are:

1. Construct the 24-inch pipe culvert as he requested.

2. Acquire an easement by condemnation and construct the ditch.

3. Purchase the entire property (probably by condemnation).

Estimates of the cost of each alternate have been made:

PLAN I.	500 lin. ft. 24-inch concrete pipe at $6.00	$3,000
	1 inlet box (concrete)	110
	296 cu. yd. excavation at $3.00	888
	Total Plan I	$3,998

PLAN II.	Easement	$ 775
	410 cy. yd. drainage excavation at $3.00	1,230
	Cost of suit to acquire easement	1,000
	Total Plan II	$3,005
PLAN III.	Purchase entire property	$2,175
	Cost of condemnation suit	1,000
	Total Plan III	$3,175

The quantity estimates are based on the best available information at hand. The property appraisals were made by our Right of Way Division. The estimate of the condemnation suit costs were made by our Trial Section.

Under Plan II, it would not be difficult to establish public necessity for the easement, but we would be taking our chances at trying to acquire this easement at the appraised value by condemnation. Under Plan III, we would be somewhat hard pressed to establish that it was necessary to purchase the entire property by condemnation.

In view of the fact that the construction of the pipe line will satisfy both the drainage needs and the desire of the property owner, we have come to the conclusion that Plan I is the one to follow. This will complete the job with everybody satisfied. Your concurrence in this plan and approval of the expenditure of Federal-aid money is requested. It is not at all inconceivable that a jury would award more than the appraised value for the property required and use of Plan I would also eliminate the need for court action.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc:Mr. R. L. Porter
Mr. Tom Edwards

CHB:fp ms

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FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

I-80N-2(11)71

5639

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 21, 1961

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, 1961

Re: Storm Sewer Pipe Line Agreement
Cascade Locks
Hood River County
Union Pacific Railroad Co.

Dear Mr. Baker:

Attached hereto are two copies of an agreement relative to the above-titled matter which has been executed by the Highway Commission.

After this agreement has been executed by the Railroad Companies we would appreciate you returning one copy of the fully executed agreement to this office, along with five additional copies of your Form 3100 so that we may make necessary conformed copies and five copies of Exhibit "A".

Yours very truly

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 2

cc: G. S. Paxson

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OFFICE OF
STATE HIGHWAY ENGINEER

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Salem, Oregon
November 17, 1961

Agenda Item 4j-5
Storm Sewer Pipe Line Agreement
Cascade Locks
Hood River County
Union Pacific Railroad Company

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are two copies of an agreement with the Union Pacific Railroad Company covering the installation of a storm sewer at Cascade Locks. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Enc.

FORM E-30 80M 3-61 34397

AGENDA
NOV 16 1961

4j-5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1961

SUBJECT: Storm Sewer Pipe Line Agreement
Cascade Locks
Hood River County
Union Pacific Railroad Co.

To: Mr. Floyd Query, Secretary

Attached hereto are two copies of proposed agreement with the Union Pacific Railroad Company covering the installation of a storm sewer at Cascade Locks. Please present to the Commission for execution.

Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

Ⓐ
2 COPIES TO
BE SIGNED

(by Commission)

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Salem, Oregon
November 10, 1961

Storm Sewer
Cascade Locks

Mr. Glen Sorenson

I attach hereto duplicate copies of an agreement with the Union Pacific Railroad Company covering the installation of a storm sewer at Cascade Locks. This work is already done under permit of entry, and I see nothing in the agreement which cannot be accepted. If you find it in proper form, please arrange for its presentation to the Highway Commission.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Tom Edwards
Mr. A. E. Johnson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 7, 1961

(File Ref. D 322 - 0 - 23)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Asst. State Highway Engineer

Dear Sir:

Referring to your letter of August 22 and subsequent communication with regard to installation of 30-inch storm sewer across our right-of-way and under our tracks at Cascade Locks, Oregon:

Herewith in duplicate, proposed agreement covering easement to the State of Oregon for abovementioned storm sewer pipe line. Will you please review the agreement and if satisfactory sign and return both counterparts for completion on the part of the Railroad Companies?

Yours very truly,

G. H. Baker
G. H. Baker,
Superintendent

encs. 10-16-61

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STATE HIGHWAY COMMISSION

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OFFICE OF
STATE HIGHWAY ENGINEER

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5639

November 2, 1961

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5639 for grading the Cascade Locks Section of the Columbia River Highway in Hood River County was completed by the contractor, C. R. O'Neil on July 12, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $8,684.60 will be released to the contractor on or after November 9, 1961. The total contract amount is $289,915.58, of which amount $2,657.26 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: C. R. O'Neil

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5639

September 22, 1961

Mr. D. F. Wengert, General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Mr. Wengert:

Attached is the carbon copy of your letter of permit, dated September 20, 1961, authorizing us to install a storm sewer under your right of way and track at Cascade Locks.

I have endorsed this permit, signifying our acceptance of the terms of the permit.

Thank you for your cooperation in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

NOTED
G. S. PAXSON

Mr. W. C. Williams
cc Mr. Tom Edwards
Mr. Al Johnson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

September 20, 1961

C 314 - 3 - 2

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson, Asst. State Hwy. Engr.

Dear Sir:

Your letter of August 24th and subsequent communication, both addressed to Superintendent Baker, with regard to installation of a storm sewer under the right of way and track at Cascade Locks, Oregon:

This is to advise that the proposed plan of installation is approved and you may consider this your permit to enter upon the right of way to perform the installation, upon the condition that the State will execute our customary form of pipeline agreement when presented. This is not an easement instrument but is our usual form utilized in arrangements of this type and which will include provision requiring the State to reimburse the Railroad Company for any expense incurred by the latter such as for engineering, flagging, etc., in connection with the installation.

As a matter of information, the State's contractor Vernie Jarl who is performing other highway work in the vicinity for the State and who, we understand, will effect the pipe installation, has furnished satisfactory endorsement to the existing highway insurance policy and further insurance will not be required.

To express your agreement and concurrence to the above, kindly sign the acceptance shown below and return the carbon copy of this letter for my file.

Yours very truly,
D F Wengert

Accepted this 22nd day of
September, 1961

STATE OF OREGON

By
Asst. State Highway Engineer

cc: Mr. R. M. Brown
Mr. G. H. Baker

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Salem, Oregon
September 18, 1961

Von Ahn Drainage Problem
Cascade Locks Area

Mr. Tom Edwards
Construction Engineer
BUILDING

Attached are copies of the following correspondence concerning the Cascade Locks area drainage problems and specifically, pertaining to the Von Ahn property drainage problem:

Report by John Jenkins, addressed to you, dated May 16, 1961;

My letter to Mr. A. E. Johnson, dated July 20, 1961;

Report to me from Mr. A. E. Johnson, dated Sept. 14;

My letter to Mr. Forrest Cooper, dated Sept. 15.

I have been instructed by Mr. Cooper to carry this matter to its completion on the basis of Mr. Johnson's recommendation, in which I concurred; to wit, the necessary culvert pipe be installed to provide for this drainage.

It is Mr. Cooper's desire that the correction of this drainage problem be conducted in an orderly manner; in other words, since the surface water drainage across the Von Ahn property is an outcome of the construction of the Cascade Locks Bypass, it would seem to follow that the Bureau of Public Roads should be involved and we should have its concurrence prior to the installation of this drainage facility.

Further, prior to the installation of this facility, we should have a signed release from, or agreement with, Mr. Von Ahn. It is possible that Mr. Von Ahn would rather assume the maintenance of the pipe from the right-of-way line to outfall than give us a permanent easement for maintenance.

Victor D. Wolfe
Administrative Assistant

VDW:ms
attach.
cc Mr. Forrest Cooper
Mr. A. E. Johnson

FORM E-30 50M 7-60 29385

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 15, 1961

SUBJECT: Von Ahn Drainage Problem
Cascade Locks Area

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

As indicated in the attached copy of my letter dated July 20 to Mr. A. E. Johnson, in conformance with your instructions I asked that he contact Mr. Von Ahn in an attempt to adjudicate a drainage problem complaint.

Mr. Johnson's reply is self-explanatory and comes as no surprise to me. I mean by this that I had met and talked with Mr. Von Ahn and his attitude is in keeping with my appraisal of the gentleman.

John Jenkins' report of May 16 on the Cascade Locks drainage problem concurs with Mr. Von Ahn's claim that additional surface drainage is crossing his property. I concur with Mr. Johnson's recommendation that the necessary culvert pipe be installed to provide for this drainage.

I hand this matter to you for action since any other approach to the problem would fall in the category of a policy decision.

Victor D. Wolfe

Victor D. Wolfe
Administrative Assistant

VDW:ms
attach.

cc Mr. A. E. Johnson

NOTED
FORREST COOPER

FORM E-30X 5M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 14, 1961

SUBJECT:

To: Mr. Victor D. Wolfe
Administrative Assistant

Von Ahn Drainage Problem
Cascade Locks Area

Reference is made to your letter of July 20, 1961, requesting that I contact Mr. Von Ahn to determine what will be necessary to adjudicate his drainage complaint.

Mr. Von Ahn's complaint is summarized in a report by Mr. John C. Jenkins dated May 16, 1961. Essentially additional water between Station 1905 and 1917 is being diverted to Von Ahn's property in the vicinity of Station 1917. There is also drainage water from a culvert in the vicinity of Station 1920, which runs through pasture land belonging to Mr. Von Ahn. This diversion of water is caused by the construction of the Cascade Locks section project.

Mr. Von Ahn does not object to the water from the culvert at Station 1920 since he feels that this is a natural drainage area and water existed there prior to construction of our highway. He does, however, object to the water from Station 1917, in that according to him, water previously did not flow at this location.

From my meeting with Mr. Von Ahn, I determined the following:

1. Mr. Von Ahn is not interested in monetary damages.
2. Mr. Von Ahn feels that this water should be piped from our R/W in the vicinity of Station 1917 to the drainage basin south of the school ground from which it will ultimately flow through the 30" storm sewer now being constructed.
3. Mr. Von Ahn will not consider a ditch section to provide for this water.

Considerable time was spent in attempting to determine other routes to carry the water, all of which proved impractical. It is believed that the most feasible way of carrying this water would be as suggested by Mr. Von Ahn and will involve 400 feet of drainage and which was estimated by Mr. Jenkins to be the $4,000 project. Mr Von Ahn would resist selling land to us for a ditch section, and to do this, condemnation would be required.

It is recommended that the necessary culvert pipe be installed to provide for this drainage and upon advice we will prepare necessary estimates.

AE. Johnson
Division Engineer

RECEIVED
SEP 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

AEJ:b
cc Forrest Cooper
Tom Edwards
M.M. Stump

Salem, Oregon
July 20, 1961

Von Ahn Drainage Problem
Cascade Locks Area

Mr. A. E. Johnson
Division Engineer

You will recall that during our recent meeting with the City of Cascade Locks we discussed subject problem with Mr. Von Ahn.

Mr. Cooper suggests you contact Mr. Von Ahn to determine what will be necessary to adjudicate his complaint. You will note certain suggested measures in the attached copy of the Assistant Research Engineer's report.

I would hope the problem could be resolved by the installation of a culvert under his private road. If it cannot be resolved short of compensation for damages or a $4,000 culvert installation, please submit your recommendations.

Victor D. Wolfe
Administrative Assistant

VDW:mo
attach.
cc Mr. Forrest Cooper
Mr. Tom Edwards

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Salem, Oregon
September 15, 1961

Von Ahn Drainage Problem
Cascade Locks Area

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

As indicated in the attached copy of my letter dated July 20 to Mr. A. E. Johnson, in conformance with your instructions I asked that he contact Mr. Von Ahn in an attempt to adjudicate a drainage problem complaint.

Mr. Johnson's reply is self-explanatory and comes as no surprise to me. I mean by this that I had met and talked with Mr. Von Ahn and his attitude is in keeping with my appraisal of the gentleman.

John Jenkins' report of May 16 on the Cascade Locks drainage problem concurs with Mr. Von Ahn's claim that additional surface drainage is crossing his property. I concur with Mr. Johnson's recommendation that the necessary culvert pipe be installed to provide for this drainage.

I hand this matter to you for action since any other approach to the problem would fall in the category of a policy decision.

Victor D. Wolfe
Administrative Assistant

VDW:ms
attach.

cc Mr. A. E. Johnson

FORM E-30 50M 3-61 84387

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 14, 1961

SUBJECT:
Von Ahn Drainage Problem
Cascade Locks Area

To: Mr. Victor D. Wolfe
Administrative Assistant

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Considerable time was spent in attempting to determine other routes to carry the water, all of which proved impractical. It is believed that the most feasible way of carrying this water would be as suggested by Mr. Von Ahn and will involve 400 feet of drainage and which was estimated by Mr. Jenkins to be the $4,000 project. Mr Von Ahn would resist selling land to us for a ditch section, and to do this, condemnation would be required.

It is recommended that the necessary culvert pipe be installed to provide for this drainage and upon advice we will prepare necessary estimates.

A.E. Johnson
Division Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

AEJ:b
cc Forrest Cooper
Tom Edwards
M.M. Stump

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SEP 15 1961
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5634

September 14, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. Didier

Dear Sir:

In discussions with Mr. Tabor concerning the storm sewer line in Cascade Locks, it develops that you had before you an old drawing of the project, which showed the flow line of the pipe at elevation 83.8. Subsequent to the preparation of this drawing, the grade line of this pipe was raised to a flow line of 86.8. You will note that this is only 6 inches below the elevation of your footings, and that the sides of the pipe will be approximately 7 feet away from them.

In view of this, it would not appear that showing of the drainage would be necessary. However, if you still request shoring, I am showing on this plan a detail of shoring which could be used.

Very truly yours,

W. C. Williams
State Highway Engineer

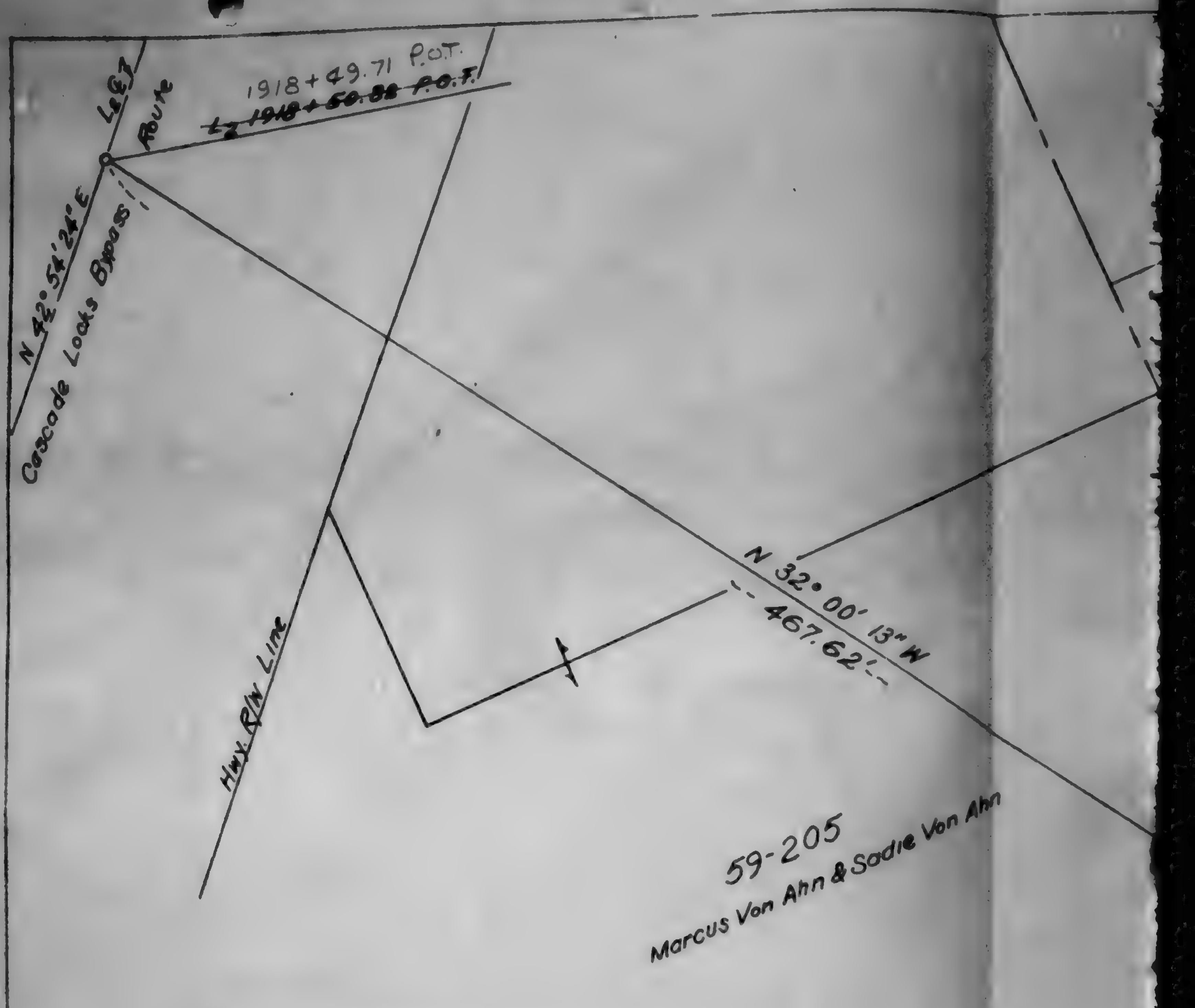
By

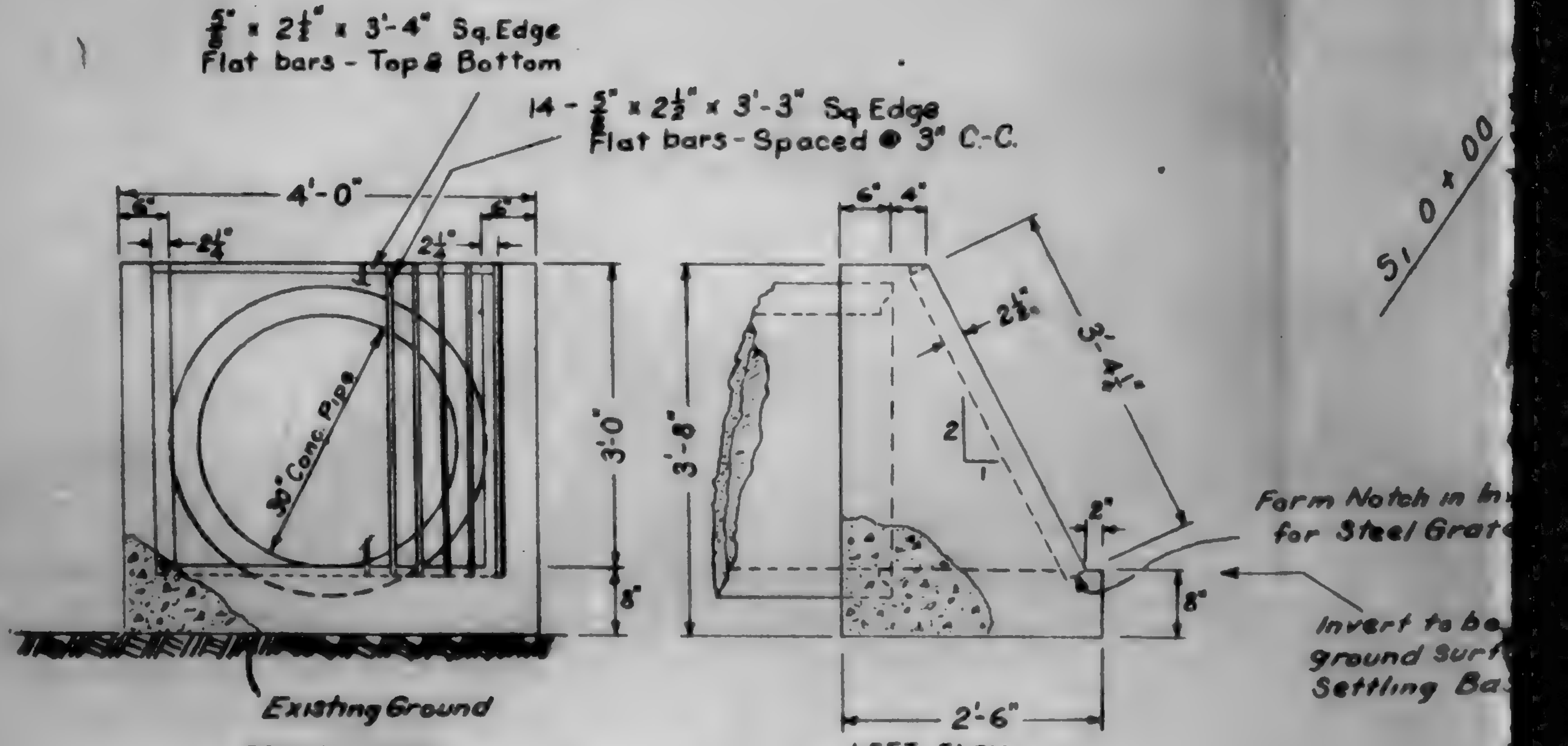
G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

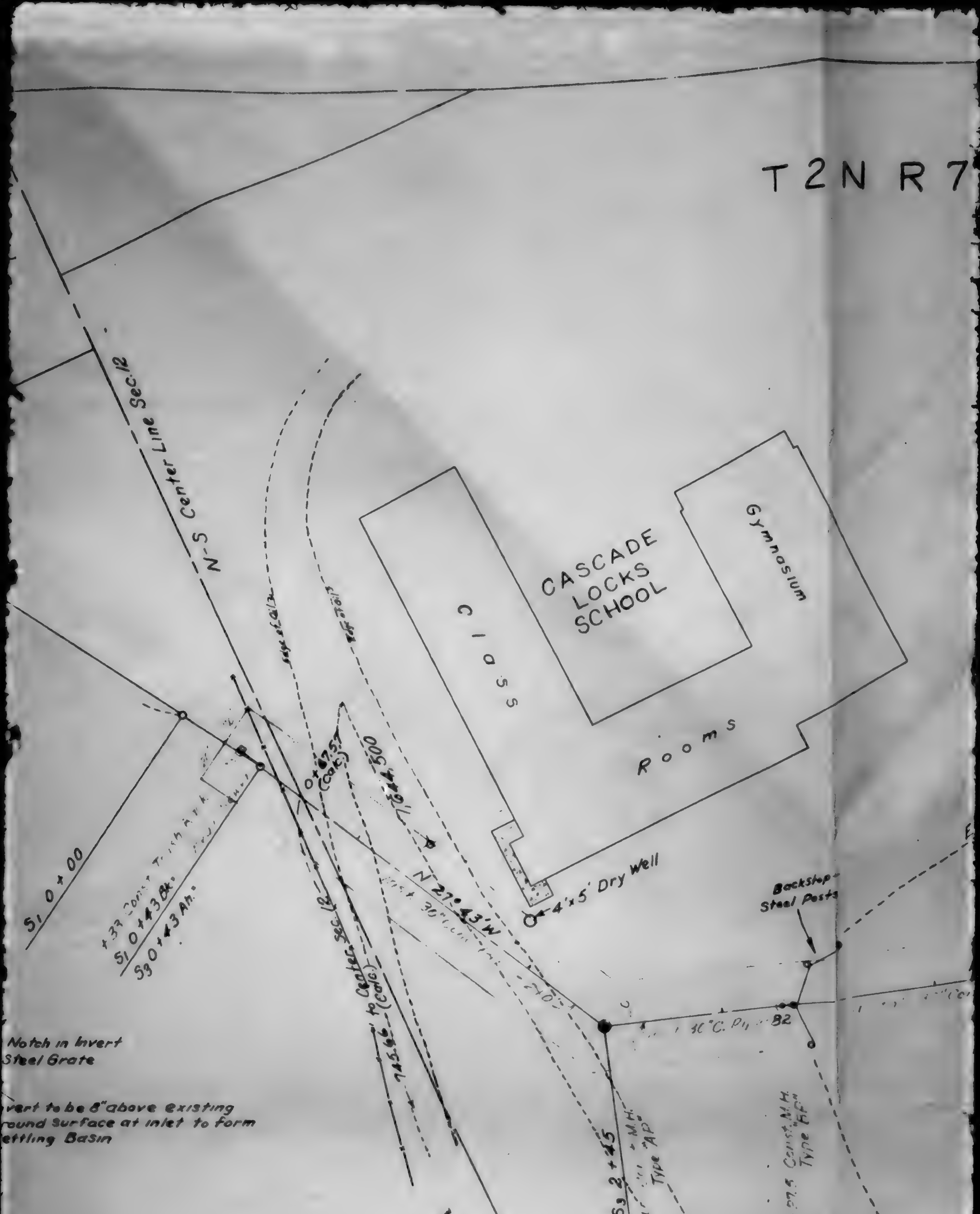
cc to: Mr. W. C. Williams

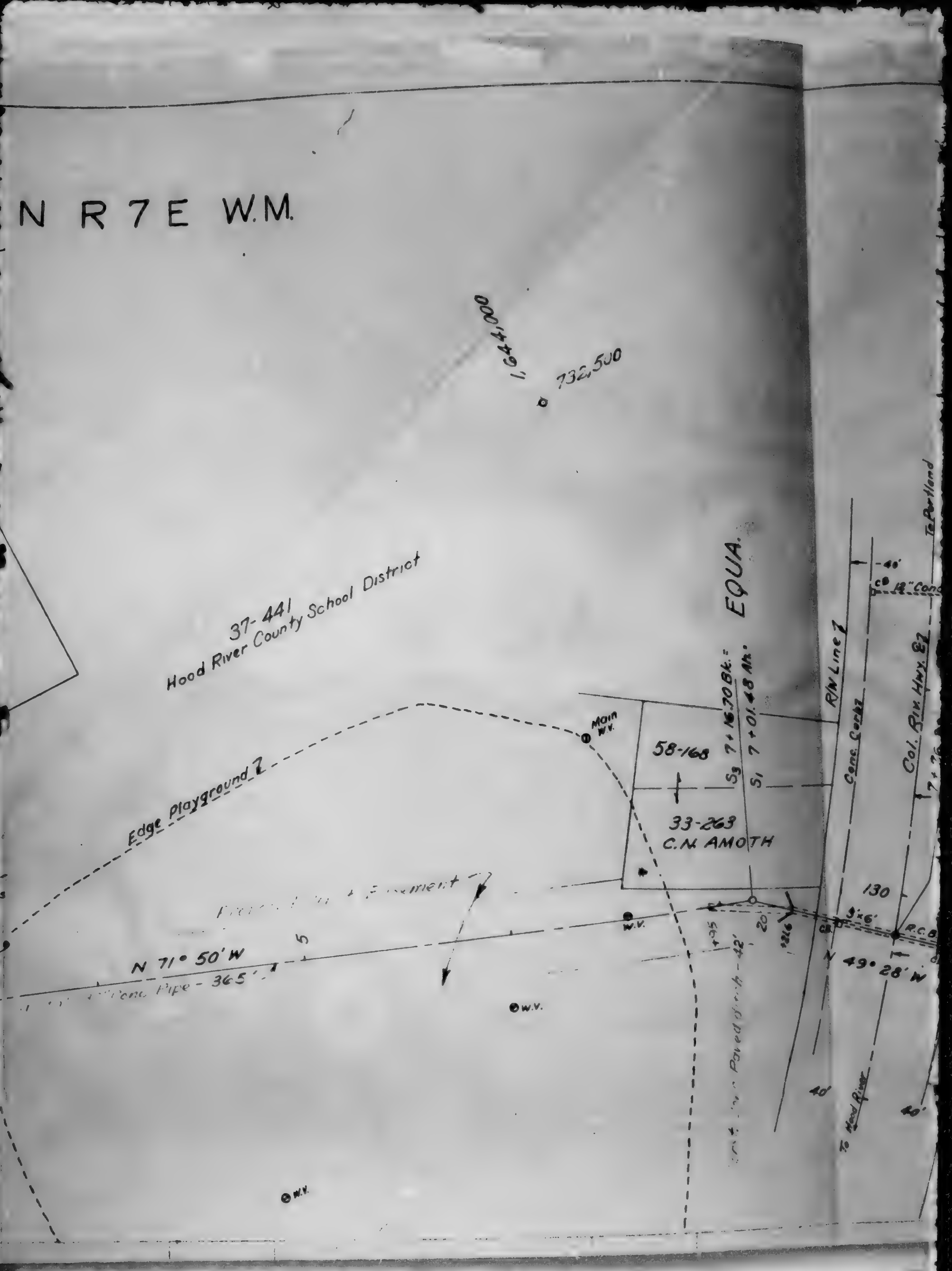

1918+49.71 P.O.T.
~~L 1918+50.88 P.O.T.~~
L & E J
Route
N 42° 54' 24" E
Cascade Locks Bypass
Hwy. R/W Line
N 32° 00' 13" W
467.62'
59-205
Marcus Von Ahn & Sadie Von Ahn


5/8" x 2 1/2" x 3'-4" Sq. Edge
Flat bars - Top & Bottom
14 - 5/8" x 2 1/2" x 3'-3" Sq. Edge
Flat bars - Spaced @ 3" C.-C.
4'-0"
6"
2 1/4"
2 1/4"
6"
30" Conc. Pipe
3'-0"
8"
Existing Ground
FRONT VIEW
6"
4"
3'-8"
2 1/2"
3'-4 1/2"
2
1
2"
8"
2'-6"
LEFT ELEV.
Form Notch in In
for Steel Grate
Invert to be
ground Surf
Settling Bas
Sta 0+00

TRASH RACK DETAIL

Sta. 0 + 43
Scale: 1" = 2'


T2N R7
CASCADE LOCKS SCHOOL
Gymnasium
Class Rooms
N-S Center Line Sec.12
4'x5' Dry Well
N 27°43'W
Backstop Steel Posts
B2
Sl 0+00
Sl 0+43 Bk.
Sg 0+43 Ah.
0+87.57 (Calc.)
745.66 to Center Sec.12 (Calc.)
1,644.500
Sg 2+25
Type "AP"
Const. M.H. Type "FF"
Notch in Invert
Steel Grate
vert to be 8" above existing
round surface at inlet to form
ettling Basin
30° Elbow

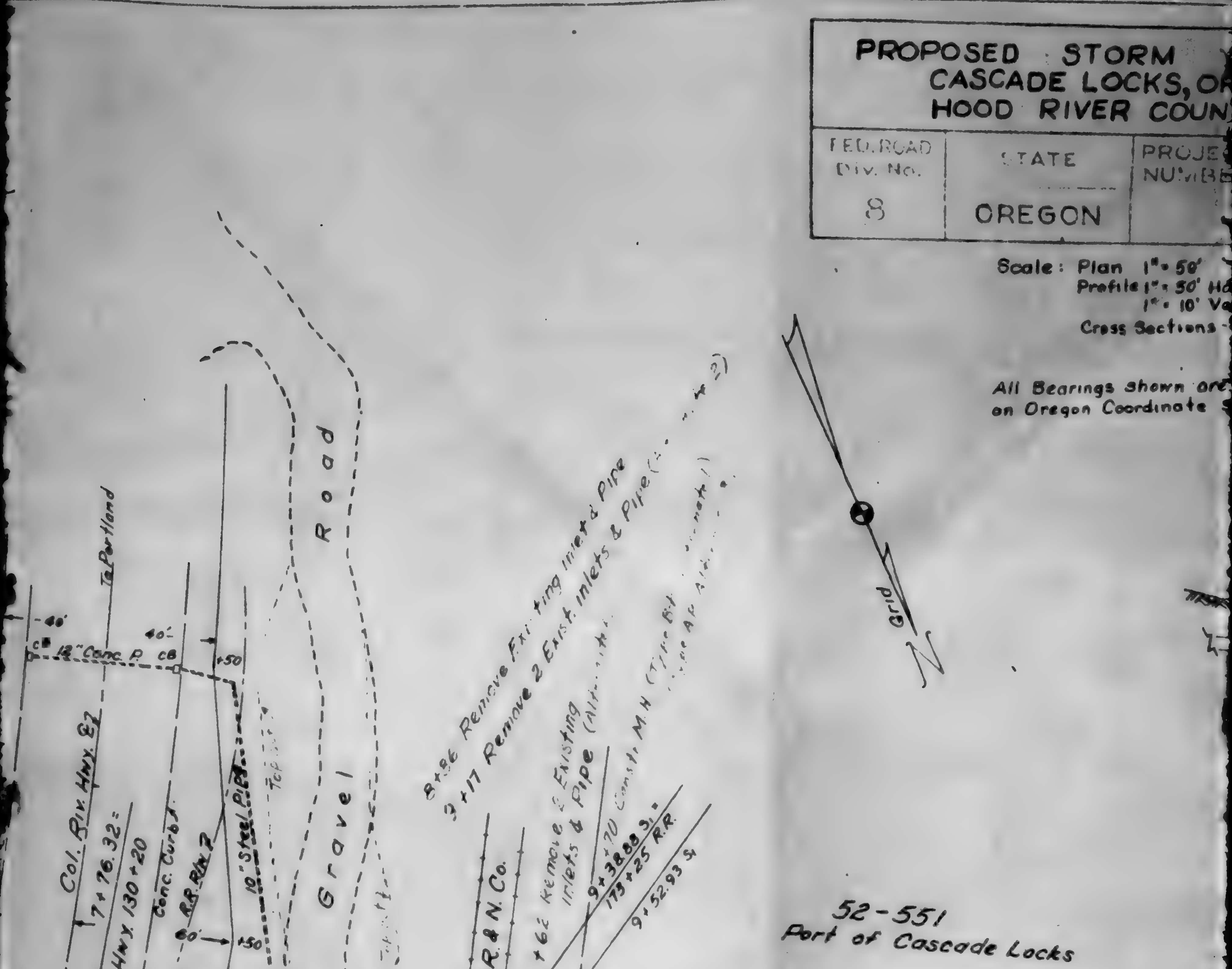
N R 7 E W.M.
1,644,000
732,500
37-441
Hood River County School District
EQUA.
Main W.V.
58-168
S_3 7 + 16.70 Bk. =
S_1 7 + 01.48 Ah.
33-263
C.N. AMOTH
Edge Playground
R/W Line
Conc. Curbs
Col. Riv. Hwy. 82
To Portland
40'
CB
12" Conc
7 + 76
130
3'x6'
R.C.B.
CB
N 49° 28' W
N 71° 50' W
5
Conc. Pipe - 365'
W.V.
W.V.
W.V.
+95
20
+12.6
Paved
42'
40'
40'
To Hood River

PROPOSED STORM
CASCADE LOCKS, OR
HOOD RIVER COUN

FED. ROAD Div. No.	STATE	PROJE NUMBE
8	OREGON	

Scale: Plan 1" = 50'
Profile 1" = 50' Ho
1" = 10' Ve
Cross Sections -

All Bearings shown are
on Oregon Coordinate S



Grid
Road
Gravel
8+86 Remove Existing Inlet & Pipe
3+17 Remove 2 Exist. Inlets & Pipe
+62 Remove 2 Existing Inlets & Pipe
9+70 Const. M.H. (Type B)
To Portland
40'
40'
CB
12" Conc. P.
CB
+50
Col. Riv. Hwy. 2
7+76.32 =
Hwy. 130+20
Conc. Curb
R.R. R/W
10" Steel Pipe
60'
+50
O.W.R.&N. Co.
9+38.88 S. =
173+25 R.R.
9+52.93 S.
52-551
Port of Cascade Locks
10
Proposed Const. Easement
30" Conc. Pipe - 428'
N 58° 58' W
130
R.C.&C.
CB.
28' W
60'
+25
+28
S 76°08' W
8+66.85
8+93.74
20'
+17.3
+29.7
+62.1
+74.6
Type G
R.R. R/W
40'
+00

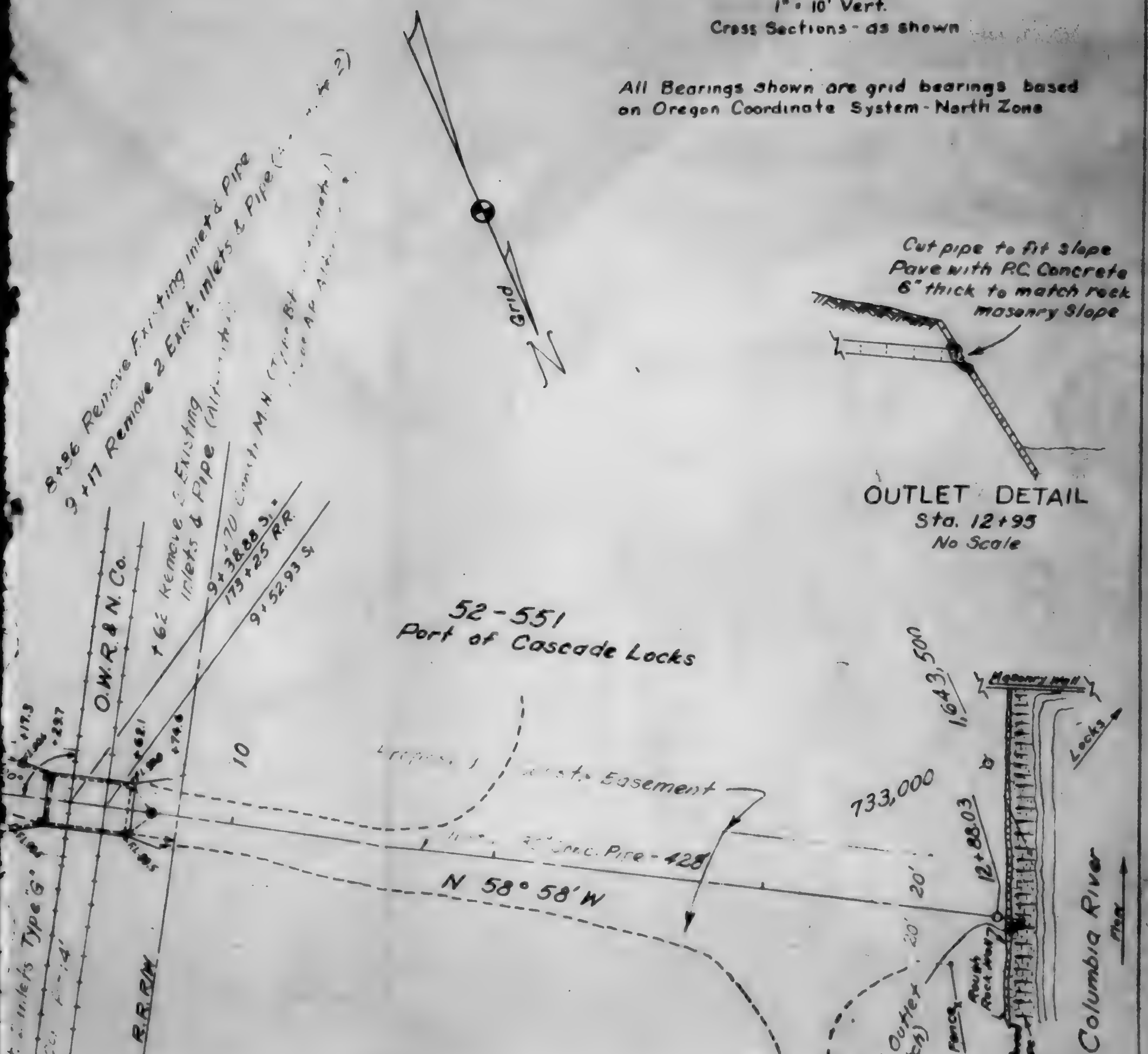
PROPOSED STORM SEWER
CASCADE LOCKS, ORE.
HOOD RIVER COUNTY

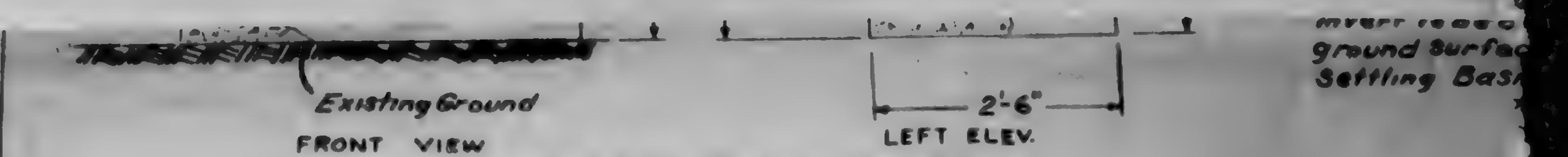
8-61

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Scale: Plan 1" = 50'
Profile 1" = 50' Horiz.
1" = 10' Vert.
Cross Sections - as shown

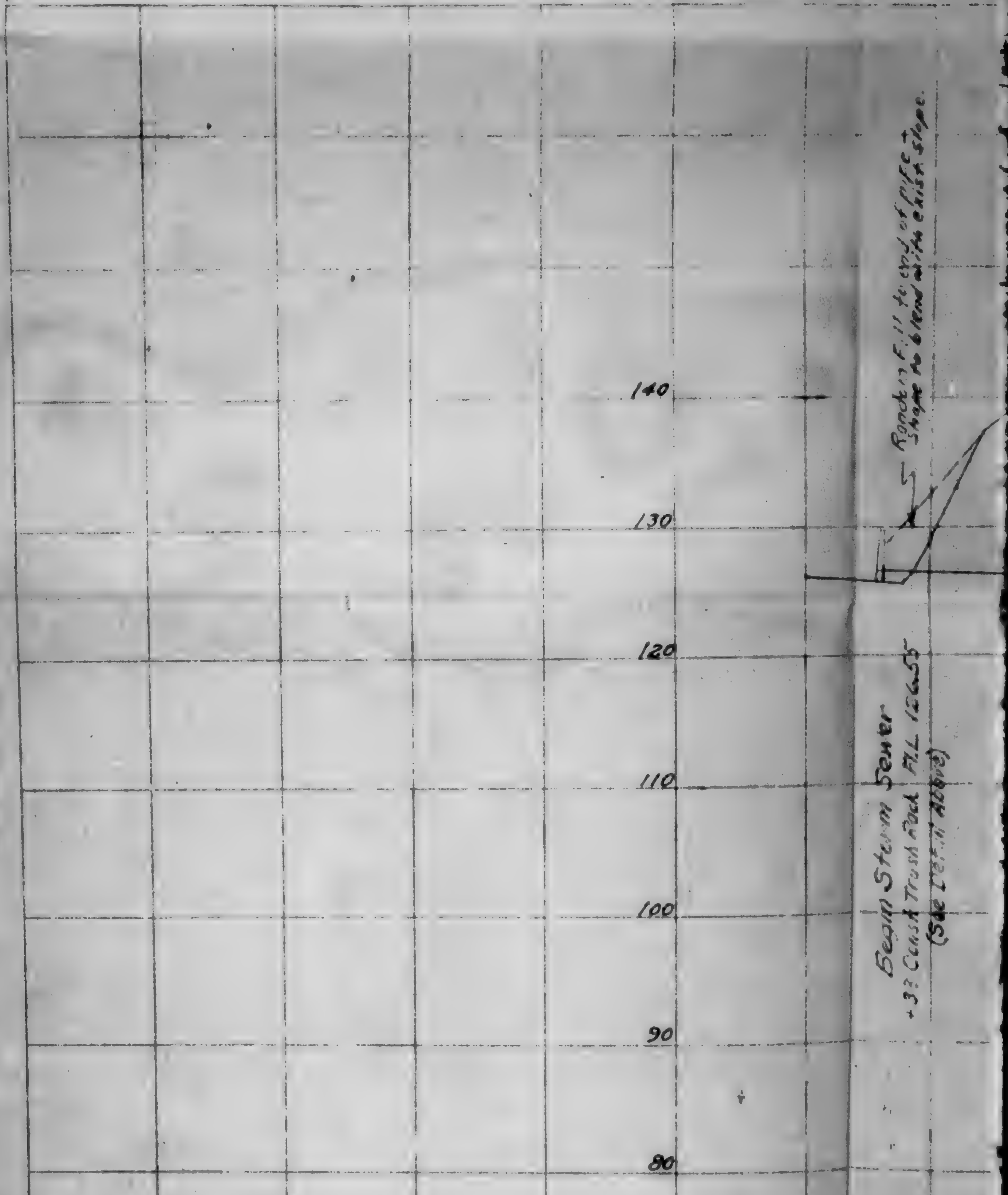
All Bearings shown are grid bearings based on Oregon Coordinate System - North Zone


Grid
N
Cut pipe to fit slope
Pave with P.C. Concrete 6" thick to match rock masonry slope
OUTLET DETAIL
Sta. 12+95
No Scale
8+96 Remove Existing Inlet & Pipe
9+17 Remove 2 Exist. Inlets & Pipe
+62 Remove 2 Existing Inlets & Pipe
9+70 Const. M.H.
9+38.88 ℄ = 173+25 R.R.
9+52.93 ℄
O.W.R.& N. Co.
R.R. R/W
Inlets Type "G"
+17.5
+22.7
+62.1
+74.6
10
52-551
Port of Cascade Locks
Easement
Conc. Pipe - 428'
N 58° 58' W
733,000
1,643,500
12+88.03
20'
20'
Masonry Wall
Locks
Columbia River
Flow
Fence
Rough Rock Wall
Rock Paved Slope
+.95 Const. Outlet (See Sketch)

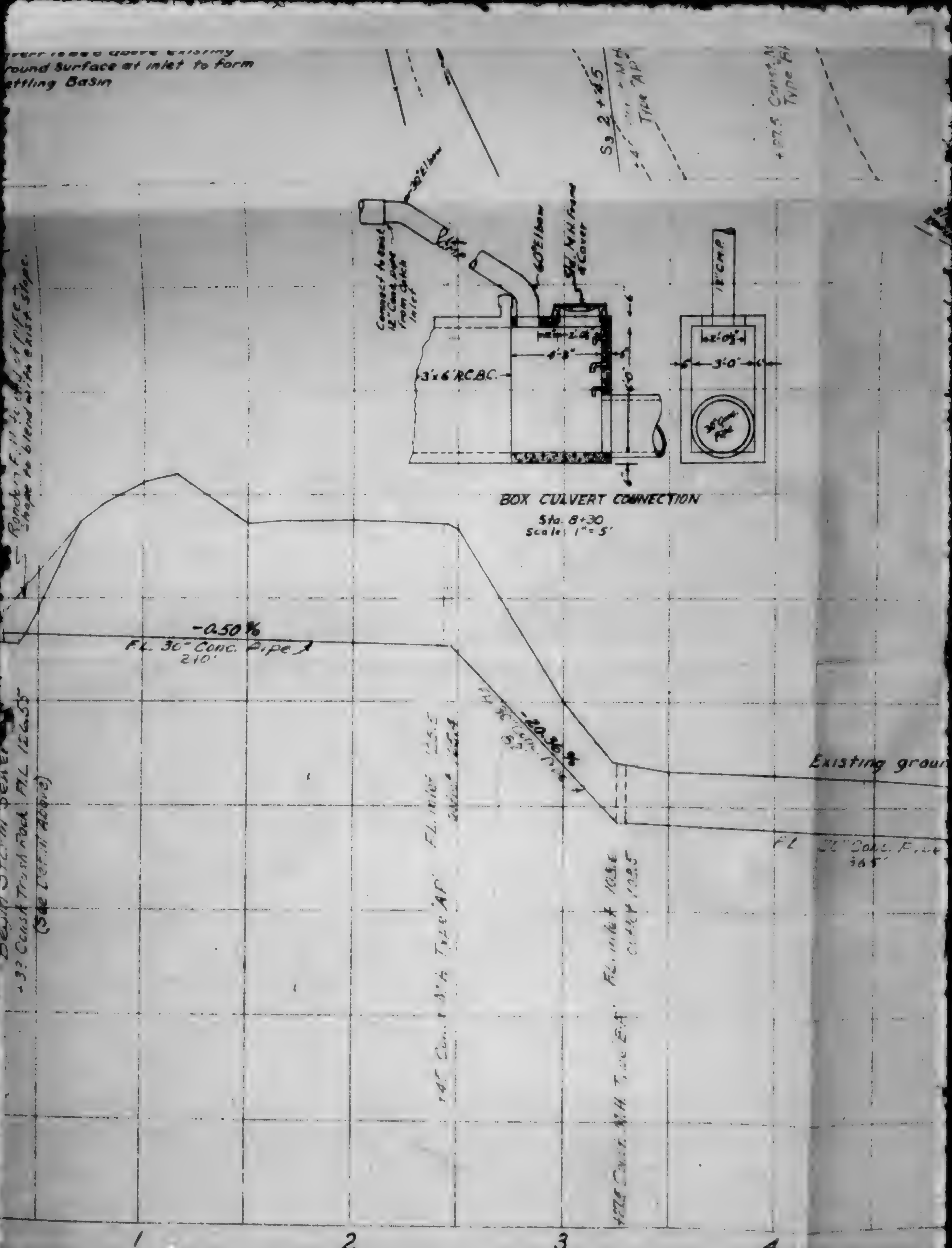

Existing Ground
FRONT VIEW
2'-6"
LEFT ELEV.
invert
ground Surfac
Settling Bas

TRASH RACK DETAIL

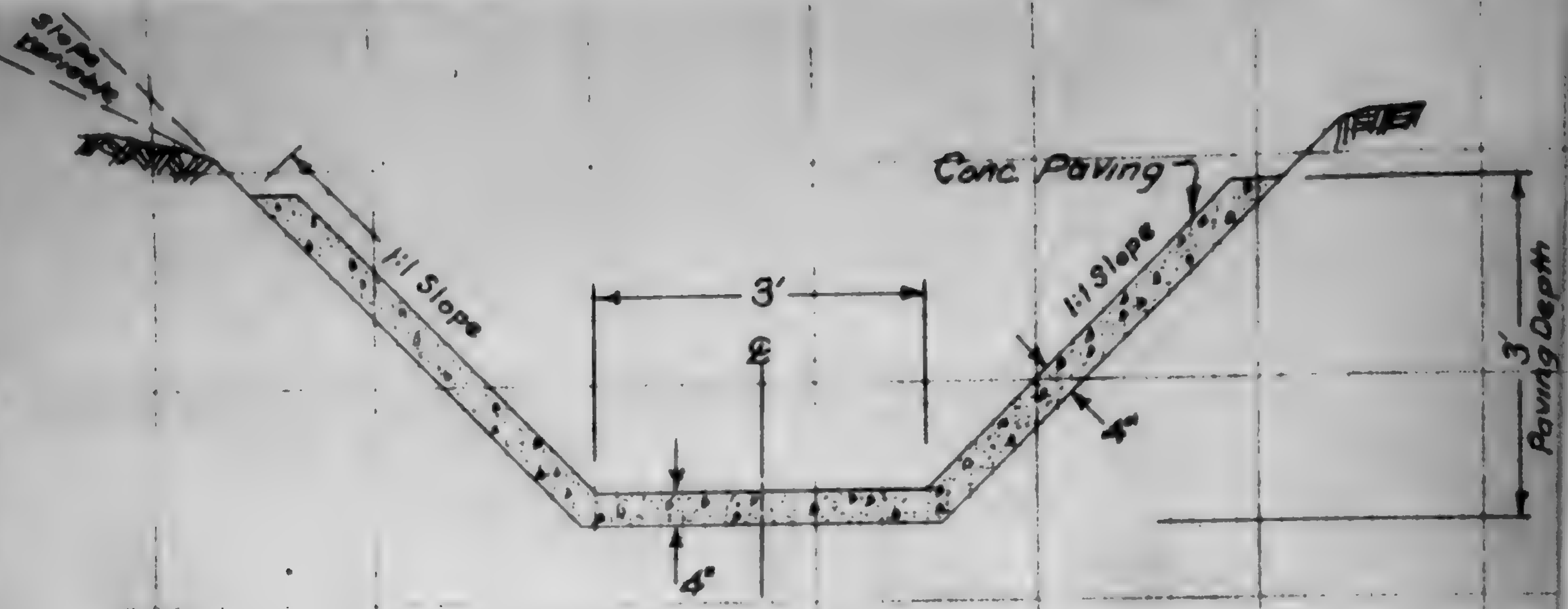
Sta. 0 + 43
Scale: 1" = 2'


140
130
120
110
100
90
80
70
0
Random Fill to end of pipe + Shape to blend with exist. slope.
Begin Storm Sewer
+ 3? Const. Trash Rack F.L. 126.55
(See Detail Above)

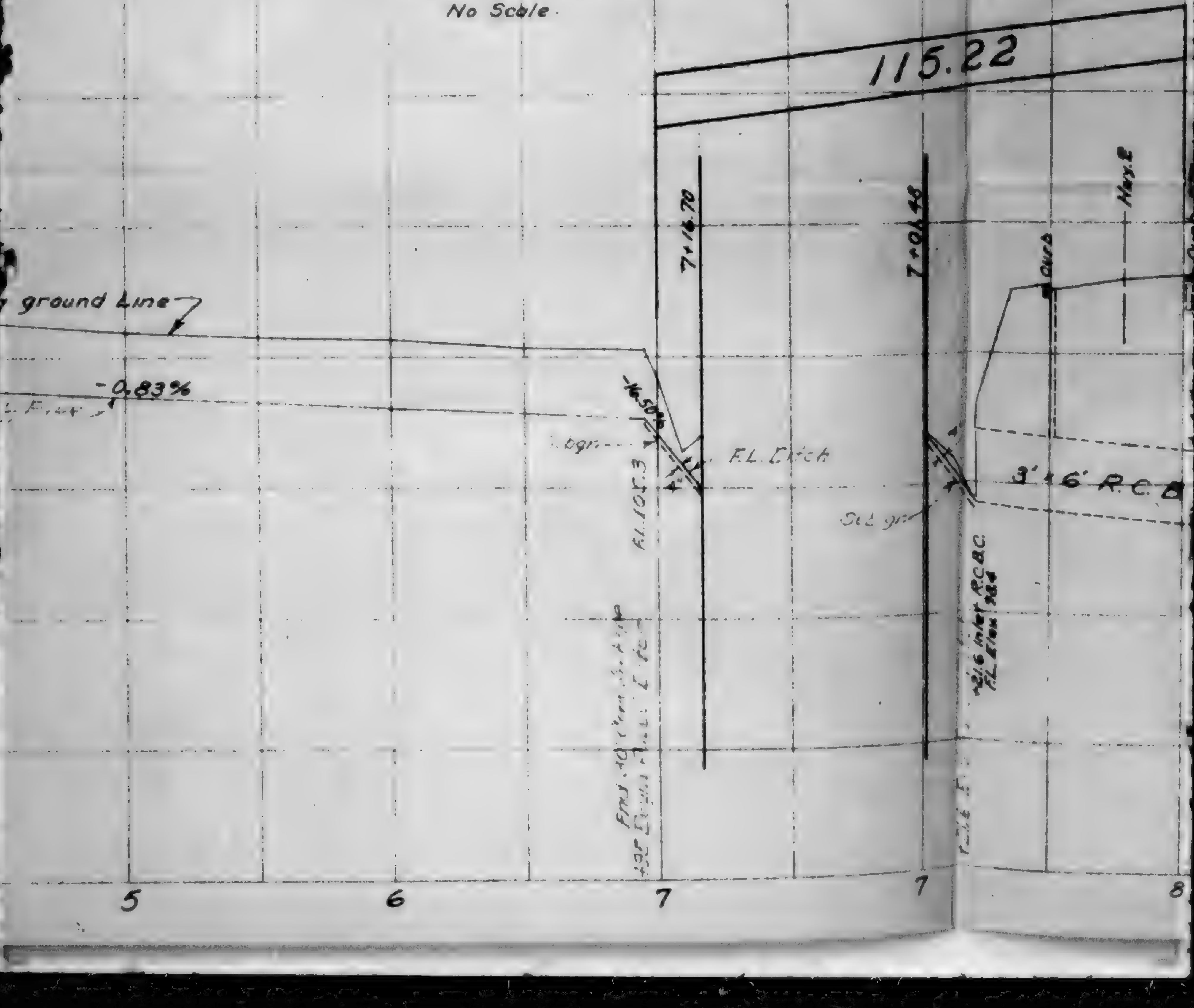
ORIGINAL SURVEY
NOTE BOOK
NO

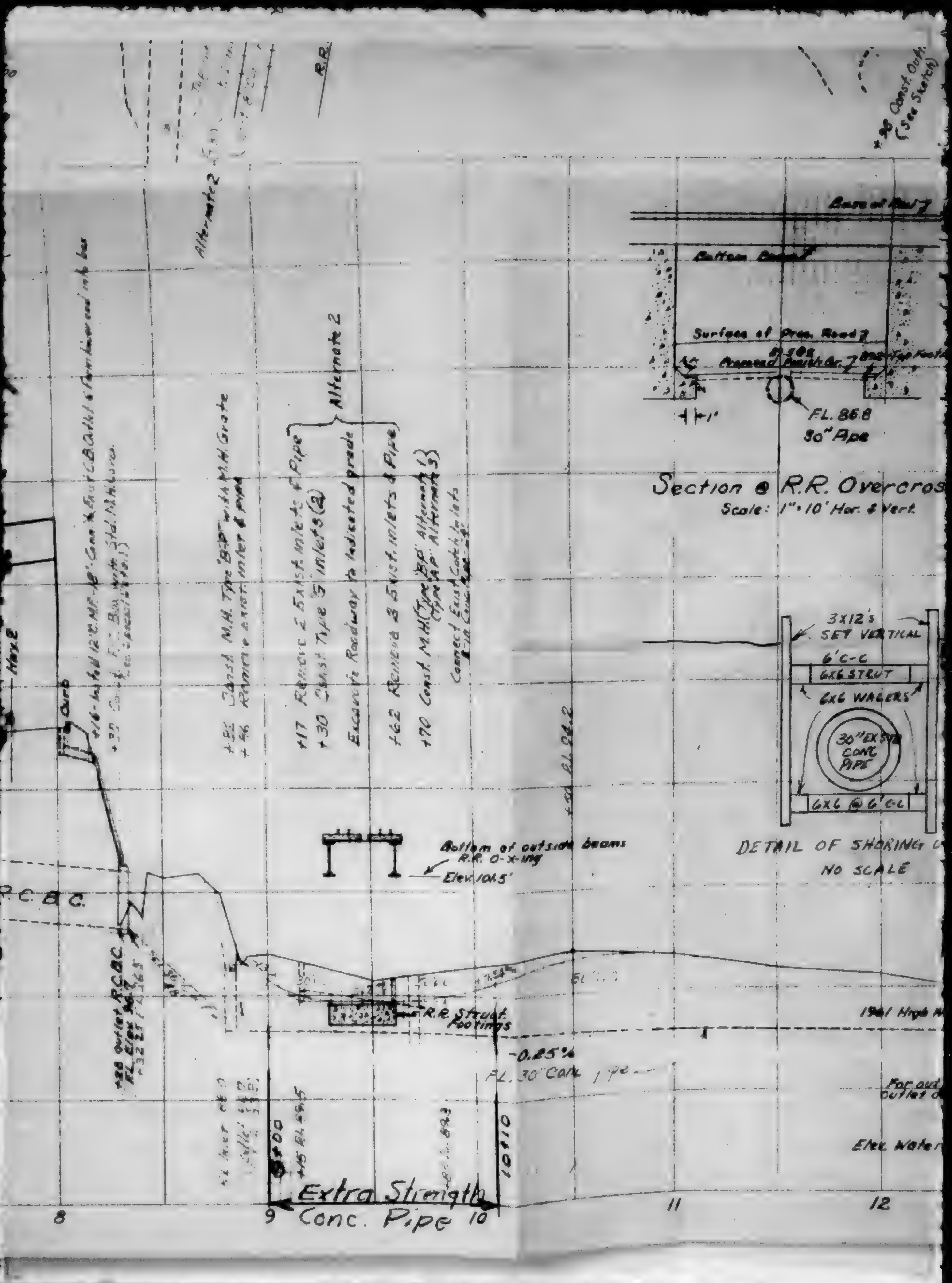

round Surface at inlet to form
ttling Basin
Sta. 2+45
+4' M.H. Type "AP"
+97.5 Const. M.H. Type "A
30° Elbow
Connect to exist. 12" Conc. pipe from catch inlet
60° Elbow
Std. M.H. Frame & Cover
12" C.M.P.
2'-0"
4'-8"
3'x6' R.C.B.C.
6"
5'-0"
2'-0½"
6"
3'-0"
6"
30" Conc. Pipe
BOX CULVERT CONNECTION
Sta. 8+30
Scale: 1" = 5'
Round in F.H. to end of pipe to shape to blend with exist. slope
Begin Storm Sewer
+37 Const. Trash Rack F.L. 126.55
(See Detail Above)
-0.50%
F.L. 30" Conc. Pipe
210'
+45 Const. M.H. Type "AP"
F.L. inlet 125.5
F.L. outlet 125.4
30" Conc. Pipe
-20.36%
57'
+72.5 Const. M.H. Type "EA"
F.L. inlet 113.6
F.L. outlet 113.5
Existing grou
F.L. 30" Conc. Pipe
165'
1
2
3
4

To Hood R.
40'
+00

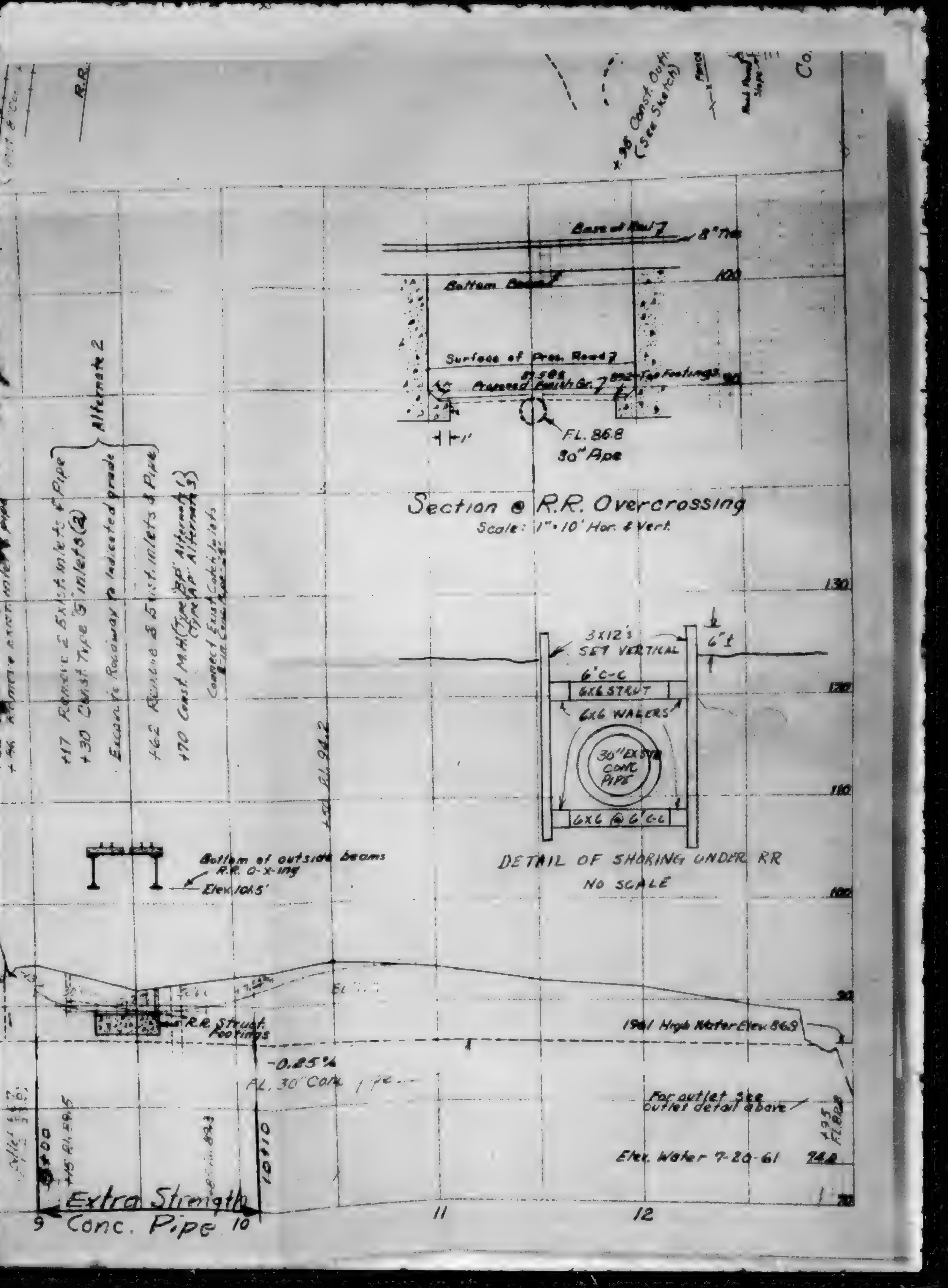

Slope
Conc. Paving
1:1 Slope
1:1 Slope
3'
℄
4"
4"
3' Paving Depth

TYPICAL PAVED DITCH SECTION
No Scale


115.22
7+16.70
7+06.48
Hwy. ℄
ground Line
-0.83%
F.L. Ditch
F.L. 105.3
3' × 6' R.C.B
+21.6 Inlet R.C.B.C
F.L. Elev. 98.4
5
6
7
7
8



R.R.
+96 Const. Outl. (See Sketch)
Alternate 2
Base of Rail
Bottom Beam
Surface of Pres. Road
Proposed Finish Gr.
FL. 86.8
30" Pipe
1'
Section @ R.R. Overcros
Scale: 1" = 10' Hor. & Vert.
+16 Install 12" C.M.P. "B" Conn. & Exist C.B. Outlet & Form Lower end into box
+20 Const. Fr. Box with Std. M.H. Cover
Alternate 2
+85 Const. M.H. Type "BP" with M.H. Grate
+96 Remove exist. inlet & pipe
+17 Remove 2 Exist. inlets & Pipe
+30 Const. Type "S" inlets (2)
Excavate Roadway to indicated grade
+62 Remove 3 Exist. inlets & Pipe
+70 Const. M.H. (Type "BP" Alternate 1) (Type "AP" Alternate 2)
Connect Exist. Catch Inlets
+50 FL. 84.2
3X12's SET VERTICAL
6' C-C
6X6 STRUT
6X6 WAGERS
30" EXIST. CONC PIPE
6X6 @ 6' C-C
DETAIL OF SHORING
NO SCALE
Hwy. 8
Curb
Bottom of outside beams R.R. O-X-ing
Elev. 104.5'
R.C.B.C.
+28 Outlet R.C.B.C. FL. Elev. 86.7
+32.27
R.R. Strut. Footings
-0.25%
FL. 30" Conc. Pipe
1961 High W
For out outlet d
Elev. Water
9+00
+15 FL. 85.5
10+10
Extra Strength Conc. Pipe
8
9
10
11
12



Section @ R.R. Overcrossing

Scale: 1" = 10' Hor. & Vert.

DETAIL OF SHORING UNDER RR

NO SCALE

R.R.
Co.
+96 Const. Outlet (See Sketch)
Fence
Base of Rail
8" Ties
Bottom Beam
Surface of Pres. Road
Proposed Finish Gr.
Top Footings
1'
F.L. 86.8
30" Pipe
130
120
110
100
90
70
3X12's SET VERTICAL
6"±
6' C-C
6X6 STRUT
6X6 WALERS
30" EXIST. CONC. PIPE
6X6 @ 6' C-C
Alternate 2
+17 Remove 2 Exist. Inlets & Pipe
+30 Const. Type 'G' Inlets (2)
Excavate Roadway to indicated grade
+62 Remove 3 Exist. Inlets & Pipe
+70 Const. M.H. (Type 'BP' Alternate 1) (Type 'AP' Alternate 3)
Connect Exist. Catch Inlets
+46 Remove exist. inlet & pipe
+50 FL 94.2
Bottom of outside beams R.R. O-X-ing
Elev. 101.5'
R.R. Struct. Footings
-0.25%
FL. 30" Conc. pipe
1961 High Water Elev. 86.9
For outlet see outlet detail above
Elev. Water 7-20-61
74.0
+95 FL 82.8
9+00
+15 FL 89.5
10+10
Extra Strength Conc. Pipe
9
10
11
12

RECEIVED
SEP 15 1961

HOME ADDRESS:
GEORGE J. ANNALA
ROUTE 1, BOX 100
HOOD RIVER, OREGON

FOR FILING

I-80N-2(11)41

5639

STATE OF OREGON
HOUSE OF REPRESENTATIVES
SALEM

COMMITTEES:
RMAN: ELECTIONS AND REAPPORTIONMENT
VICE CHAIRMAN: WAYS AND MEANS

REFERRED TO
Cooper
by State Highway Engineer
note.

September 13, 1961

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Dutch:

I am deeply appreciative of your cooperation with the City of Cascade Locks in working out an equitable solution to the drainage problem in that area. Several of the Locks citizens have commented favorably on the results of your meetings.

I couldn't help feeling badly about the construction time lost to you during the recent strike. It must be aggravating to your department to see time lost in the completion of so many projects, as a result of the actions of a few malcontents. Let's hope this is the last of these troubles for some time to come.

Kindest personal regards.

Sincerely,

George

George J. Annala

NOTED
FORREST COOPER

RECEIVED
SEP 15 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 12 1961
FOR FILING

I-80N-2(11)41

5639

September 11, 1961

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. R. O'Neil on Contract No. 5639 for grading the Cascade Locks Section of the Columbia River Highway in Hood River County.

This payment, in the amount of $8,106.66, will be released to the contractor on or after September 18, 1961. The retained percentage is $8,615.68.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:

Great American Insurance Co.
320 California Street
San Francisco 4, Calif.

Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

NOTED ON CARD

fp

RECEIVED
SEP 8 1961
FOR FILING

[illegible]

5639

September 7, 1961

Hon. George J. Annala
State Representative
Route 1, Box 100
Hood River, Oregon

Dear Mr. Annala:

I thought you might be interested in knowing the outcome of the drainage matter at Cascade Locks.

We held several meetings with the local people and were able to work out a satisfactory agreement whereby the Bureau of Public Roads, the City of Cascade Locks, and the State would co-operate in corrective measures which consisted of placing 30-inch pipe to carry storm water from the collection point near the school to an outfall northerly of the Union Pacific railroad. The work is now being done, which should provide an equitable solution to this nagging problem.

Kindest personal regards.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Forrest Cooper

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AUG 31 1961
FOR FILING

I-80N-2(11) 44

5639

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON
Municipal Owned Water, Light and Power

Aug. 30, 1961

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to certify that all easements covering installation of a storm sewer by the State Highway Department in the City of Cascade Locks have been obtained.

By McDon L. Bonta
McDon L. Bonta, Recorder
City of Cascade Locks

This letter of certification refers to easements taken in the name of the City for the storm sewer system installation to be done by the State as covered in the agreement between the State and the City of Cascade Locks dated August 23, 1961.

John D. Graham
John D. Graham
County & City Relations Office Engineer
OREGON STATE HIGHWAY DEPARTMENT

Rec'd from
J. Graham
8/31/61

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 25, 1961

Section Cascade Locks Section

Kind of work Grading

Highway Columbia River County Hood River

Section prefix 614-1042

Contractor C.R. O'Neil

Contract number 5639

Date of contract 4-21, 1960

Specified work days 100

Date work started 4-11, 1960

Work days used 95

Project authorization $451,037.81

Exclusive of engineering $418,964.01

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering $322,916.09

Estimated per cent overrun or underrun 20.2 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $32,073.80

Engineering cost to date $37,014.98, 115.4 %

Date project was completed July 12, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final submitted to Division office August 22, 1961.

Final Report

NOTED
JOHN R. [illegible]

AUG 25 1961
NOTED— ☐ CE ☐ ACE ☐ COE

Noted
[illegible] N Juve

Signed M M Stump

Address M.M. Stump, Box 596 Hood River

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.53	0.44		0.44	
Miles partially completed					
Miles completed	"	"		"	
Total estimated quantities (contract)	335,100 cy	3000 ton		Agg 280 cy	
Total quantities corrected to date	333,111	2942		320	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	Overcast		
Friday	"		
Saturday			

RECEIVED
AUG 25 1961
FOR FILING

5639

August 24, 1961

Mr. Donald K. Shelton, Superintendent
Hood River County School District
Post Office Box 418
Hood River, Oregon

Dear Mr. Shelton:

Thank you for your letter of August 22 indicating that the date of October 27, 1961, listed as a home football game for the Cascade Locks School will be played on the opponent's field.

We appreciate having this information.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc Mr. W. C. Williams
Mr. Forrest Cooper

Salem, Oregon
August 24, 1961

30" Storm Sewer
Cascade Locks

Mr. Tom Edwards
Construction Engineer
BUILDING

I call your attention to the additional special provisions of the agreement covering the construction of the 30" storm sewer at Cascade Locks, which reads as follows:

> "It is specifically understood and agreed by the State of Oregon that the pipeline referred to herein will necessarily cross the Cascade Locks school athletic field and that the State shall, during the period of construction, insure that said athletic field shall be in such a condition as to allow the use of said field for athletic contests which are scheduled on the following dates: September 22, 1961; September 29, 1961; October 13, 1961; October 27, 1961. If said field is disturbed between said dates, the playing surface shall be restored in sufficient time to allow the above scheduled football contests to be held. State agrees upon completion of said pipeline project to restore said athletic field and all other areas of backfill to their approximate previous conditions in a good and workmanlike manner."

You will note by the attached copy of a letter over the signature of Donald K. Shelton, Superintendent, Hood River County School District, that the date of October 27 is no longer of any consequence to us since that particular football game will be played away from Cascade Locks.

Victor D. Wolfe
Administrative Assistant

VDW:mm
attach.
cc Mr. Forrest Cooper
Mr. A. E. Johnson

DONALD K. SHELTON
DISTRICT SUPERINTENDENT

WM. J. TOBIN
SUPERVISOR

JOHN L. SHELDRAKE
DISTRICT CLERK

BOARD OF DIRECTORS
McDON L. BONTA - CHAIRMAN
WILLIAM E. LARCH
C. KING BENTON, JR.
L. STERLING HANEL
HAROLD BROWER

Hood River County School District
P. O. BOX 418
HOOD RIVER, OREGON

August 22, 1961

Cooper

State Highway Department
Salem, Oregon

Dear Sirs:

In arranging a mutual agreement between the City of Cascade Locks and the State Highway Department for installation of a 30" drain line across the school property, it was suggested by the Highway Department a compromise be worked out so that the work could be accomplished early this fall, before the advent of winter rains.

The compromise would be on the date of home football games. The contractor would cover the drain line ditch on those occasions and the contract between the City and the Highway Department listed the dates of those scheduled games. The date of October 27 was listed as a possible game date and I wish to inform you that the game schedule for this date will be played away on the opposing team's field. The contractor will not need to make any provision for this date.

Sincerely yours,

Donald K. Shelton

Donald K. Shelton
Superintendent

Wo

DKS:lr
cc: Jack Jensen, Principal, Cascade Locks School
McDon Bonta, City Recorder, Cascade Locks
Wayne Annala, City Attorney of Cascade Locks

RECEIVED
AUG 24 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1961
FOR FILING

5639

August 24, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

I have sent you maps covering an easement under your tracks at Cascade Locks for a storm sewer. I attach hereto two copies of a description of the easement which we are requesting. These may be of some assistance in the preparation of the exhibits for the proposed agreement covering this matter.

You will note that this description is for an easement 40 feet in width, 20 feet on each side of the centerline of the storm sewer. We can easily get by with a strip of land 20 feet in width, 10 feet on each side of the centerline of the storm sewer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

Mr. W. C. Williams

FORM E-30 [illegible] 2-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1961

SUBJECT: File No. 33846 -
O.W.R. and N. Company
Cascade Locks Section
Columbia River Highway
Hood River County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Attached hereto is a description of an easement needed by the City of Cascade Locks for the location of a 30-inch outfall sewer.

It is my understanding that you are going to handle the negotiations with the Railroad Company for this easement.

L. I. LINDAS
Chief Counsel

by D H Moehring
D. H. Moehring
Assistant Right of Way Engineer

DHM:jm

Attachment

cc Mr. Victor D. Wolfe
Mr. L. I. Lindas

NOTED
G. S. PAXSON

RECEIVED
AUG 2[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1961
FOR FILING

5639

August 23, 1961

Mr. McDon L. Bonta
City Recorder
City Hall
Cascade Locks, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Cascade Locks a fully executed copy of an agreement between the State Highway Commission and the City of Cascade Locks covering construction of a storm sewer system at a point near and southeasterly of the Cascade Locks School and ending at the Columbia River.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

NOTED
V. D. WOLFE

RECEIVED
AUG 24 1961

FOR FILING

5639

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
August 23, 1961

Cooperative Construction Agreement
Storm Sewer System
City of Cascade Locks

Mr. H. S. Cox
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a cooperative construction agreement with the City of Cascade Locks covering construction of a storm sewer system at a point near and southeasterly of the Cascade Locks School and ending at the Columbia River.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Cascade Locks.

Secretary

rn
Attach: 1

FORM E-30 50M 3-61 24397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1961

SUBJECT: Cooperative Construction Agreement
Storm Sewer System
City of Cascade Locks

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been signed by the City and the project is now ready to be approved by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

John D. Graham

John D. Graham
County and City Relations Office Engineer

Att.
JDG:djb
cc: V. D. Wolfe
D. J. Barbee

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

RECEIVED
AUG 24 1961
FORM E-30X 30M 7-60 29386
FOR FILING

5639

Mr. Wolfe

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1961

SUBJECT: File No. 33846 -
O.W.R. and N. Company
Cascade Locks Section
Columbia River Highway
Hood River County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Attached hereto is a description of an easement needed by the City of Cascade Locks for the location of a 30-inch outfall sewer.

It is my understanding that you are going to handle the negotiations with the Railroad Company for this easement.

L. I. LINDAS
Chief Counsel

by

D. H. Moehring
Assistant Right of Way Engineer

DHM:jm

Attachment

cc Mr. Victor D. Wolfe
Mr. L. I. Lindas

RECEIVED
AUG [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

[illegible]CEIVED
U ..JG 23 1961

FOR FILING

[illegible]

5639

August 22, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Cascade Locks Bypass Section

A drainage problem has developed in an area near the Cascade Locks School. The State Highway Department has entered into a cooperative agreement with the City of Cascade Locks to install a 30-inch concrete pipe storm sewer drain from this area to the Columbia River. The sewer would pass under your tracks at your Station 173+25.

I am attaching prints from a map entitled "Proposed storm sewer, Cascade Locks, Oregon", dated August 1961, which shows the alignment and the section underneath your tracks. You will note that the proposed sewer will pass through an existing 20-foot underpass now allowing access to the riverbank.

The sewer line will be installed by the State and will be maintained by the State for a period of five years following its installation, at which time maintenance will be handled by the City of Cascade Locks.

There is considerable urgency in this project as it should be in before wet weather begins this fall, and I would appreciate a permit of entry for the installation followed by the usual formal agreement covering the matter.

Very truly yours,

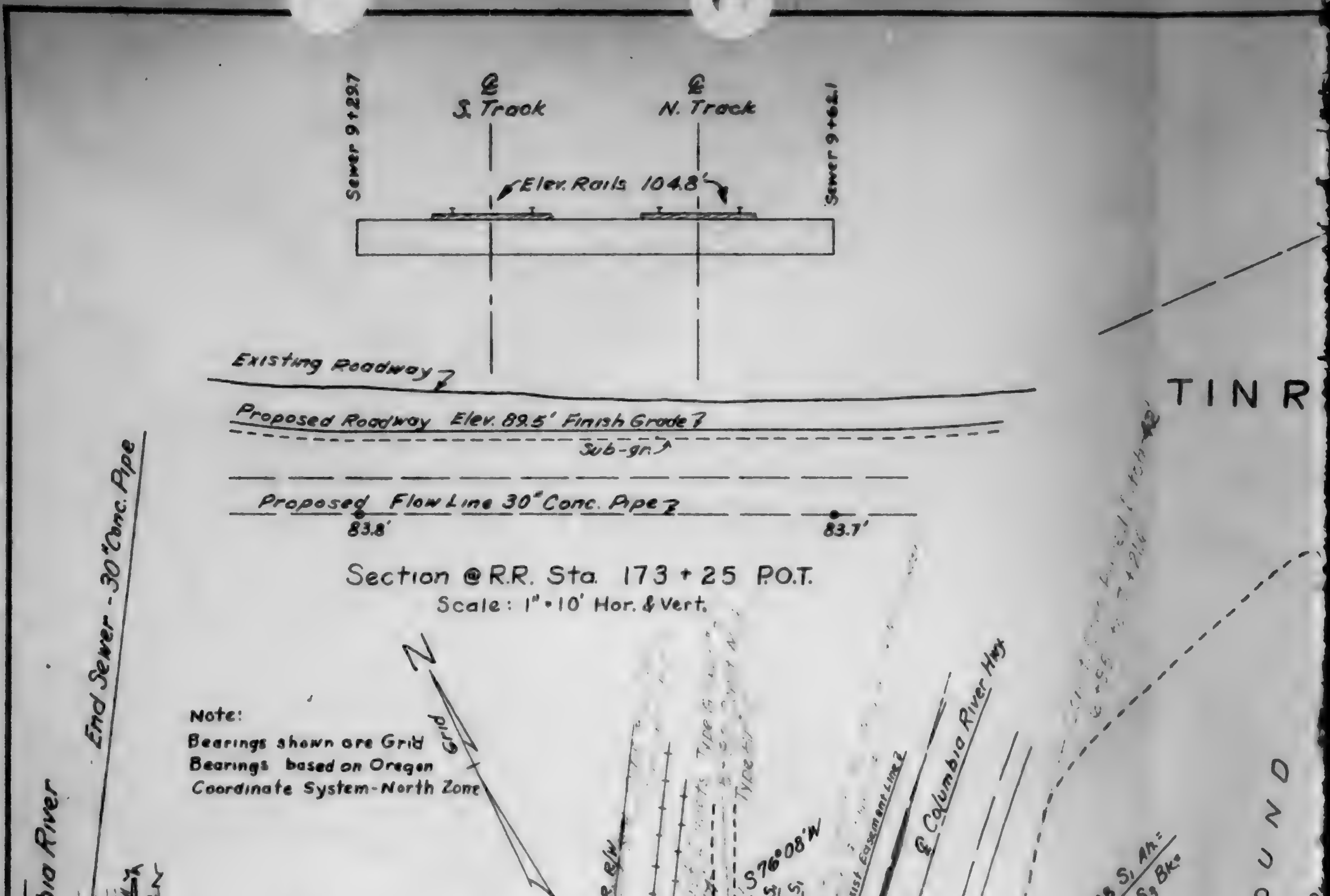
W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

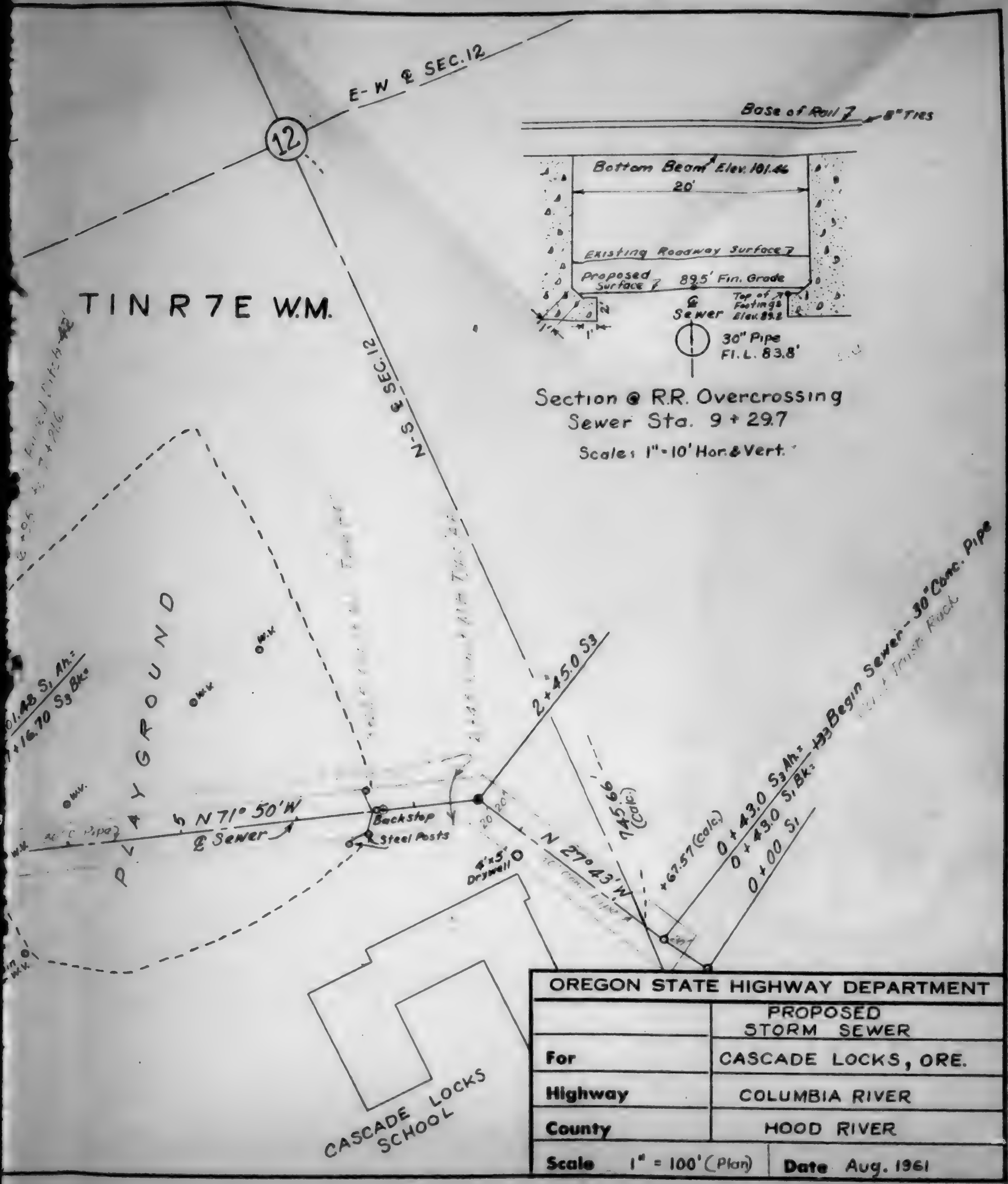
GSP:er

cc Mr. R. M. Brown


Sewer 9+29.7
℄ S. Track
℄ N. Track
Sewer 9+62.1
Elev. Rails 104.8'
Existing Roadway
Proposed Roadway Elev. 89.5' Finish Grade
Sub-gr.
Proposed Flow Line 30" Conc. Pipe
83.8'
83.7'
Section @ R.R. Sta. 173 + 25 P.O.T.
Scale: 1" = 10' Hor. & Vert.
TIN R
End Sewer - 30" Conc. Pipe
Grid N
Columbia River
Flow
Locks
Masonry wall
Rock wall
Fence
N 58° 58' W
30" Conc. Pipe
℄ Sewer
12+88.03 S₁
R.R. R/W
O.W.R. & N. Co.
R.R. Br. No. 42.75
9+58.93 S₁
9+38.88 S₁
R.R. 173+25 P.O.T.
90°05'00"
+62.1
+28.1
Type
S 76° 08' W
8+66.85 S₁
8+93.74 S₁
Exist. Easement Line
℄ Columbia River Hwy
+00
40'
N 49° 28' W
+25
+28
C.B.
130
+21.6
+50
60'
3'x6' R.C.B.C.
Gravel Road
Topcut
Steel Pipe
R.R. R/W
12" Conc.
Curb
Hwy. R/W
S₁ 7+76.32 = Hwy. 130+80
7+01.48 S₁ Ah. = 7+16.70 S₃ Bk.
O.W.V.
Main W.V.
PLAYGROUND

Note:
Bearings shown are Grid
Bearings based on Oregon
Coordinate System-North Zone

Existing inlet to be removed if ... performed - otherwise to be left in place & connect to ...


E-W ℄ SEC. 12
12
N-S ℄ SEC. 12
T1N R7E W.M.
PLAYGROUND
W.V.
W.V.
W.V.
W.V.
01.48 S1 Ah.=
+16.70 S3 Bk.=
N 71° 50' W
℄ Sewer
Backstop
Steel Posts
4'x5' Drywell
2 + 45.0 S3
745.66 (calc.)
N 27° 43' W
+67.57 (calc.)
0 + 43.0 S3 Ah.=
0 + 43.0 S1 Bk.=
+33 Begin Sewer - 30" Conc. Pipe
0 + 00 S1
CASCADE LOCKS SCHOOL
Base of Rail
8" Ties
Bottom Beam Elev. 101.46
20'
Existing Roadway Surface
Proposed Surface
89.5' Fin. Grade
℄ Sewer
Top of Footings Elev. 89.2
1'
1'
2'
30" Pipe
Fl. L. 83.8'

Section @ R.R. Overcrossing
Sewer Sta. 9 + 29.7
Scales 1" = 10' Hor. & Vert.

OREGON STATE HIGHWAY DEPARTMENT	
	PROPOSED STORM SEWER
For	CASCADE LOCKS, ORE.
Highway	COLUMBIA RIVER
County	HOOD RIVER
Scale 1" = 100' (Plan)	**Date** Aug. 1961

RECEIVED
JG 23 1961
FORM E-30X 30M 7-60 29396
FOR FILING

[illegible]

5639

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1961

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Cooperative Construction Agreement
Storm Sewer System
City of Cascade Locks

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been signed by the City and the project is now ready to be approved by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

John D. Graham
John D. Graham
County and City Relations Office Engineer

Att.
JDG:djb
cc: V. D. Wolfe
D. J. Barbee

RECEIVED
AUG 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

RECEIVED
AUG 21 1961

FOR FILING

5639

WAYNE C. ANNALA
ATTORNEY AT LAW
HALL BUILDING
HOOD RIVER, OREGON
EVERGREEN 6-1811

August 17, 1961

Mr. Victor D. Wolfe
Administrative Assistant
State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

I enclose herewith two signed copies of proposed agreement between the City of Cascade Locks and the State Highway Commission regarding the storm sewer running through the City of Cascade Locks. I also enclose three signed copies of resolution authorizing the City to enter into this agreement.

As soon as is convenient, will you please provide me with necessary easement descriptions. Possibly you will want to check the matter of the easements with your legal department. I am inclined to think that perpetual easements should be granted directly to the City; however, your contract provides that the easements shall run to the State and at the end of the five years the State shall grant the City a permit. Actually, your legal department may prefer to take assignable perpetual easements with the understanding that the easements will be assigned to the City at the end of the five year period. It doesn't make a great deal of difference to me which method is used, but I do not want to do a lot of unnecessary drafting if your legal department has definite ideas on this.

Very truly yours,

Wayne C. Annala
WAYNE C. ANNALA

WCA:jrw
Enclosures

Co.-City
[illegible]

RECEIVED
AUG 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. D. WOLFE

RECEIVED
AUG 21 1961
FOR FILING
[illegible]
5639

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON
Municipal Owned Water, Light and Power

Aug. 16, 1961

REFERRED TO
Cooper
State Highway Engineer

State of Oregon
State Highway Department
Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer.

Gentlemen:

Your attention is directed to your letter of February 28, 1961 in which you requested permission to connect certain of your drain facilities to the City's storm sewer located at 3rd and Moody Avenue in Cascade Locks.

Subsequent outfall from this sewer line presently flows through an open ditch across private property and could conceivably become a liability to the City. The City feels that it does not want to contribute further to that liability. Consequently, the City Council, by its official action on August 14, 1961, voted to deny your request.

The City is presently considering the possibility of extending this storm sewer the length of 3rd Street and beneath the present U. S. Highway #30, and thus eliminate the open ditch flow across private property. We would be happy to consider your request for attachement in this eventuality if you do not find a prior solution.

Yours very truly,

CITY OF CASCADE LOCKS

BY McDon L. Bonta
McDon L. Bonta, Recorder

Wolf
Advise me

NOTED
V. D. WOLFE

Copy::Mayor John M. Carlson

RECEIVED
1961
OREGON
STATE HIGHWAY [illegible]

RECEIVED
AUG 7 1961

FOR FILING

5639

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1961

SUBJECT: Cooperative Drainage Agreement
City of Cascade Locks

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

John D. Graham

John D. Graham
County & City Relations Office Engineer

JDG:djb
Attch.
cc: Forrest Cooper
Victor D. Wolfe

NOTED
G. S. PAXSON

RECEIVED
AUG 7 1961
FOR FILING

[illegible]

5629

Salem, Oregon
August 4, 1961

Cooperative Drainage Agreement
City of Cascade Locks

Mr. L. I. Lindas
OFFICE

Attached is a draft of an agreement covering the installation of a 30 inch storm sewer system from a point behind the Cascade Locks School to the Columbia River. Will you please prepare six copies of the agreement in addition to any required by your Division.

G. S. Paxson
Assistant State Highway Engineer

Attch.

cc: H. S. Cox

AGREEMENT DRAFT 8/3/61

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF CASCADE LOCKS, a municipal corporation of the State of Oregon, by and through its city officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. Insert the proper recitals.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State, without cost to City, except as hereinafter provided, shall install and thereafter maintain for a period of Five years a 30 inch storm sewer from a point

southeasterly of the Cascade Locks School to the Columbia River.

2. State shall prepare and furnish to City descriptions for right of way or permanent easements, as the case may be, as required for the project.

3. State shall negotiate with OWRR&N Railroad Company for an easement to install the 30 inch storm sewer system under the railroad.

4. At end of State's five year maintenance period State shall furnish to city a pipe line permit allowing City to continue usage of the storm sewer system under the existing Columbia River Highway.

THINGS TO BE DONE BY CITY:

1. City shall be permitted to empty its existing storm sewer system into the newly installed storm sewer system in the vicinity of the OWRR&N Railroad underpass.

2. City shall obtain all right of way or permanent easements, as the case may be, required for the project except as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall pay to State $4,000.00 as its share of the cost of the project. Two thousand five hundred dollars is to be paid upon commencement of said project and the balance is to be paid on January 2, 1962.

4. City shall have the right to make additional connections into the storm sewer system installed by State with additional surface water drainage.

5. City shall, at the termination of the five year maintenance period by State, assume maintenance of and jurisdiction over said state installed storm sewer system.

SPECIAL PROVISIONS:

1. It is understood and agreed by State and City that the Cascade Locks School will be permitted to empty existing surface water from the school ground area into the said State installed storm sewer system regardless of whether said system is maintained by State or City.

2. It is agreed that said storm drain as herein described shall be constructed for the sole purpose of draining storm or surface water and City shall not allow any sanitary sewage, either private or public, to flow into said storm drain.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals.

This agreement was approved by the Oregon State Highway Commission on ________________________, 1961, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume ______ Page _______, Minute Book of the Oregon State Highway Commission.

APPROVED:

____
Floyd Query, Secretary

____
Assistant State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

CITY OF CASCADE LOCKS, by and through
its City Officials

ATTEST:

____

By______________________________
Mayor

By______________________________
Recorder

JDG:djb

RECEIVED
JC 2 1961
FOR FILING

5629

Subject: 30" Storm Sewer
City of Cascade Locks

Installation of a 30" storm sewer from behind the Cascade Locks school to the Cascade Locks abandoned ship locks.

Total estimated cost	$22,000
Participation by City	4,000
Participation by Bureau of Public Roads through Interstate funds, estimated	13,000
Participation by Highway Commission, estimated	5,000

This installation is to alleviate an aggravated surface drainage problem caused jointly by the increased City surface drainage and the construction of the Cascade Locks Bypass Section of the freeway.

NOTED
FORREST COOPER

FORM E-30 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1961

SUBJECT: 30" Storm Sewer
City of Cascade Locks

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Since time is of the essence, I respectively suggest that the following be included in the Commission agenda July 28 as a NOA item:

> Installation of a 30" storm sewer from behind the Cascade Locks school to the Cascade Locks abandoned ship locks.

The field estimate as revised by the Construction Division indicates a total cost of $22,000. The City has agreed to participate in the cost of this installation in the amount of $4,000. This $4,000 is approximately the cost of the installation from the railroad to the locks. Mr. Edwards has been advised verbally that the Bureau of Public Roads will participate with Interstate funds from the beginning of this installation behind the school to the existing highway. I would estimate that the State's participation would be in the neighborhood of $5,000.

Further, the City is to make available to the State, free of cost, all necessary rights of way or permanent easements, as the case may be.

I have been advised by telephone this date that the School Board, the Port Commission and the City are co-operating in the payment of the $4,000. The School Board and the Port Commission have acted officially. The City is unofficially favorable by majority vote of its Council. It will be made official during the regular meeting on August 14. The City Recorder, Mr. Bonta, requests that the agreement be submitted to the City for signature during this Council meeting on August 14.

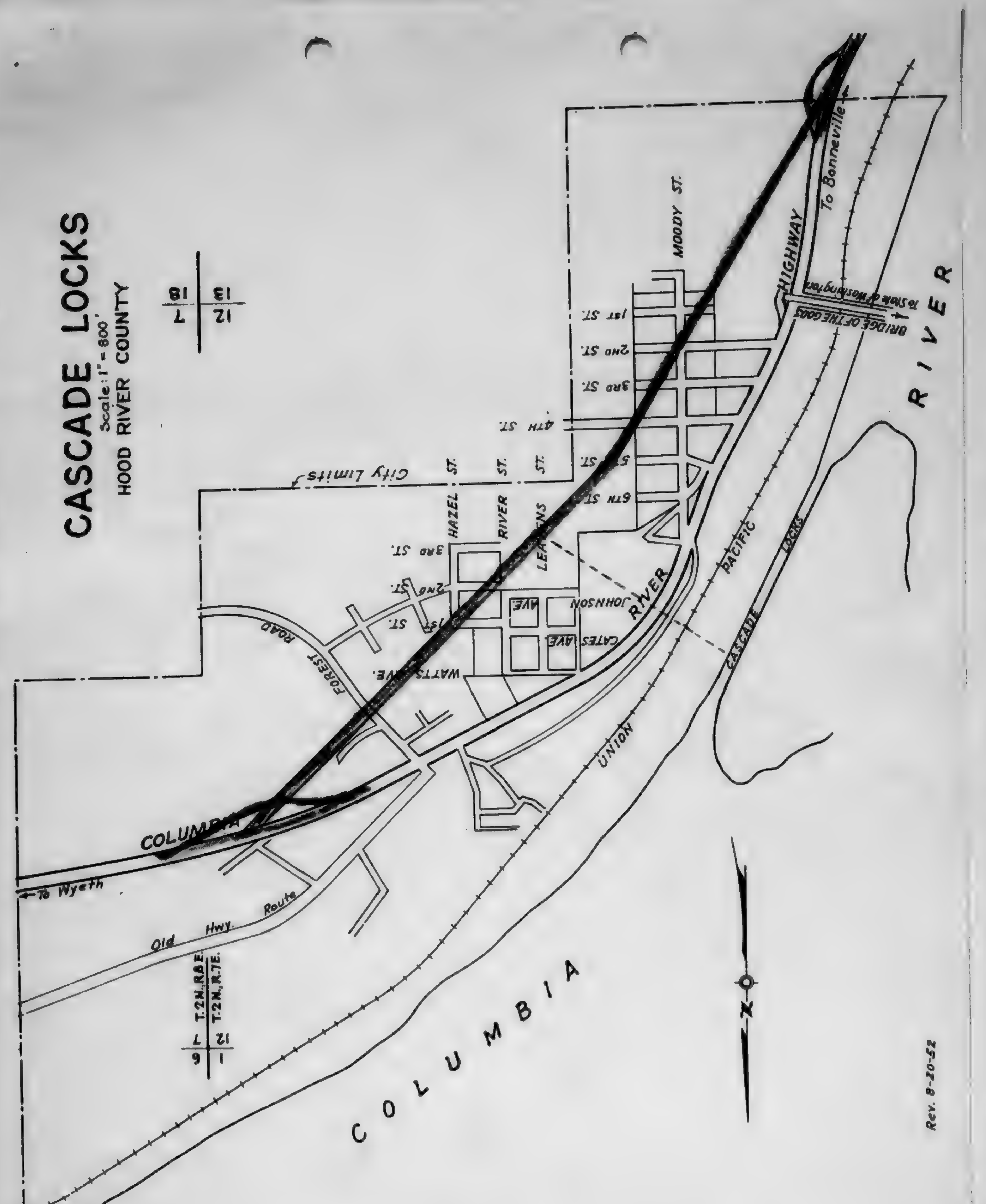
So that there be no misunderstanding, we are dealing only with the City on this project. The other two agencies are dealing with the City only in the financing of the City's share.

It was agreed during the initial meeting with the City that the State would maintain the 30" pipe. In the telephone conversation today, the City requested that the agreement stipulate it be permitted to tie into this line at a later date with additional storm sewers. I stated that should the Commission agree to this, the agreement would be written to the effect that when and if the City ties additional lines into this system, it would assume all responsibility for the adequacy and maintenance of this storm sewer system.

I am advised that the Port Commission and the School Board are prepared to pay their portion of the City's $4,000 upon commencement of the work. The City will not have its share of the $4,000 until tax money hits its coffers. The City, therefore, requests that the agreement stipulate the payment of $2,500 upon commencement of the work, the remaining $1,500 to be paid January 2, 1962.

Victor D. Wolfe
Victor D. Wolfe
Administrative Assistant

VDW:ms


CASCADE LOCKS
Scale: 1"=800'
HOOD RIVER COUNTY
12 | 7
13 | 18
City Limits
HAZEL ST.
RIVER ST.
LEAVENS ST.
MOODY ST.
1st ST.
2ND ST.
3RD ST.
4TH ST.
5TH ST.
6TH ST.
3RD ST.
2ND ST.
1st ST.
JOHNSON AVE.
CATES AVE.
WATTS AVE.
FOREST ROAD
HIGHWAY
To Bonneville
To State of Washington
BRIDGE OF THE GODS
RIVER
COLUMBIA
RIVER
UNION PACIFIC
CASCADE LOCKS
← To Wyeth
Old Hwy. Route
T.2N., R.8E.
T.2N., R.7E.
1 | 12
6 | 7
COLUMBIA
N
Rev. 8-20-52

RECEIVED
AUG 1 1961
FOR FILING

5639

Salem, Oregon
July 31, 1961

Drainage Near High School
in Cascade Locks

Mr. Tom Edwards

I am attaching hereto copy of a memo from Mr. A. E. Johnson regarding the storm sewer which was approved for drainage back of the high school at Cascade Locks. This will pass under the railroad tracks through an existing underpass, but it will require that we obtain an easement from the railroad company for its installation.

Will you please furnish me with the proper maps for the easement, which should show the location, depth and flow line for the proposed drainage pipe. I attach hereto copy of a sketch showing the existing railroad underpass.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM E-30 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 18th, 1961

SUBJECT: Proposed Storm Sewer
City of Cascade Locks

To: MEMO TO FILE

On this date, I contacted the Union Pacific Railroad and talked to Mr. A. V. Didier, Assistant Engineer, relative to the proposed storm sewer in Cascade Locks, which would originate south of the high school and continue northerly under the Union Pacific undercrossing, and thence to the old Locks. Mr. Didier advised me that he anticipated no trouble in obtaining an easement for the installation of this pipe, and that they would require a copy of the plans showing what we propose to construct.

If the maintenance of a storm sewer is to rest with the Highway Department, they would require a permanent easement. This request for an easement would be referred to the Omaha office for approval, however Mr. Didier felt if it were necessary to expedite matters, a permit of entry could be obtained.

AE Johnson

A. E. JOHNSON
Division Engineer

AEJ:w
copy to: Victor Wolfe ✓

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1961

FOR FILING

5637

Salem, Oregon
July 31, 1961

Co-operative Agreement
30" Drainage System
City of Cascade Locks

Mr. H. S. Cox
County-City Relations Engineer
BUILDING

Please have prepared and ready for submission to the Cascade Locks City Council at its official meeting on August 14 an agreement, as follows:

1. The Highway Commission to construct a 30" storm sewer from behind the Cascade Locks School to the Columbia River.

2. The Cascade Locks School will be permitted to empty surface water into this storm sewer system.

3. The City of Cascade Locks will be permitted to empty its present storm sewer system into this storm sewer system in the vicinity of the railroad underpass.

4. The State will construct and maintain said storm sewer system.

5. The State will prepare rights-of-way descriptions for purchase or permanent easement, as the case may be.

6. The City will pay to the State $4,000; $2,500 upon commencement of the project, the balance, January 2, 1962.

7. City will furnish all rights-of-way or permanent easement, as the case may be, to the State with the exception of the railroad right of way for which the State will negotiate.

8. The City will have the right to tie into this storm sewer with additional surface water drainage in the future, provided that at such time as this may be necessary, the City will assume all responsibility for and maintenance of this storm sewer system.

It undoubtedly would be desirable for you to discuss this with me in person.

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc Mr. Forrest Cooper
Mr. G. S. Paxson

RECEIVED
JUL 28 1961
FOR FILING

5639

Salem, Oregon
July 27, 1961

30" Storm Sewer
City of Cascade Locks

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Since time is of the essence, I respectively suggest that the following be included in the Commission agenda July 28 as a NOA item:

> Installation of a 30" storm sewer from behind the Cascade Locks school to the Cascade Locks abandoned ship locks.

The field estimate as revised by the Construction Division indicates a total cost of $22,000. The City has agreed to participate in the cost of this installation in the amount of $4,000. This $4,000 is approximately the cost of the installation from the railroad to the locks. Mr. Edwards has been advised verbally that the Bureau of Public Roads will participate with Interstate funds from the beginning of this installation behind the school to the existing highway. I would estimate that the State's participation would be in the neighborhood of $5,000.

Further, the City is to make available to the State, free of cost, all necessary rights of way or permanent easements, as the case may be.

I have been advised by telephone this date that the School Board, the Port Commission and the City are co-operating in the payment of the $4,000. The School Board and the Port Commission have acted officially. The City is unofficially favorable by majority vote of its Council. It will be made official during the regular meeting on August 14. The City Recorder, Mr. Bonta, requests that the agreement be submitted to the City for signature during this Council meeting on August 14.

So that there be no misunderstanding, we are dealing only with the City on this project. The other two agencies are dealing with the City only in the financing of the City's share.

It was agreed during the initial meeting with the City that the State would maintain the 30" pipe. In the telephone conversation today, the City requested that the agreement stipulate it be permitted to tie into this line at a later date with additional storm sewers. I stated that should the Commission agree to this, the agreement would be written to the effect that when and if the City ties additional lines into this system, it would assume all responsibility for the adequacy and maintenance of this storm sewer system.

I am advised that the Port Commission and the School Board are prepared to pay their portion of the City's $4,000 upon commencement of the work. The City will not have its share of the $4,000 until tax money hits its coffers. The City, therefore, requests that the agreement stipulate the payment of $2,500 upon commencement of the work, the remaining $1,500 to be paid January 2, 1962.

Victor D. Wolfe
Administrative Assistant

VDW:ms

cc Mr. W. C. Williams
Mr. Tom Edwards

Subject: 30" Storm Sewer
City of Cascade Locks

Installation of a 30" storm sewer from behind the Cascade Locks school to the Cascade Locks abandoned ship locks.

Total estimated cost	$22,000
Participation by City	4,000
Participation by Bureau of Public Roads through Interstate funds, estimated	13,000
Participation by Highway Commission, estimated	5,000

This installation is to alleviate an aggravated surface drainage problem caused jointly by the increased City surface drainage and the construction of the Cascade Locks Bypass Section of the freeway.

RECEIVED
JUL 31 1961
FOR FILING

5639

Salem, Oregon
July 20, 1961

Von Ahn Drainage Problem
Cascade Locks Area

Mr. A. E. Johnson
Division Engineer

You will recall that during our recent meeting with the City of Cascade Locks we discussed subject problem with Mr. Von Ahn.

Mr. Cooper suggests you contact Mr. Von Ahn to determine what will be necessary to adjudicate his complaint. You will note certain suggested measures in the attached copy of the Assistant Research Engineer's report.

I would hope the problem could be resolved by the installation of a culvert under his private road. If it cannot be resolved short of compensation for damages or a $4,000 culvert installation, please submit your recommendations.

Victor D. Wolfe
Administrative Assistant

VDW:ms
attach.
cc Mr. Forrest Cooper
Mr. Tom Edwards

Salem, Oregon
July 18, 1961

Meeting with Cascade Locks City Council
re Drainage

Memo to File

On July 17, accompanied by Mr. A. E. Johnson and Mr. Ed Hunter, I met with the Cascade Locks City Council to discuss the drainage of the area behind the high school and the drainage in the underpass under the railroad to the city park.

Mr. John Jenkins, Assistant Research Engineer, had made an exhaustive study of the surface drainage problems in the Cascade Locks area and I was conversant with his report and all correspondence prior to the meeting.

The two-hour discussion of the drainage problem was throughout conducted in an air of cordiality. I was there to discuss with the City only the drainage behind the high school and the underpass, as mentioned above. It was the Mayor's intention to include all other drainage problems in the area in one package, including those drainage problems which are of a private property nature. In the waning moments of the meeting Mr. Nichols of the Port Commission had run completely out of patience with the City Council and suggested that since the Highway Department had made an extremely good offer, what was taking the City Council so "damn" long to grab the proposition and run.

Mr. Nichols indicated that the Port Commission was going to co-operate with the City and Mr. Bonta, who is a member of the Hood River County School Board, indicated that the School Board was going to co-operate with the City. On this basis, the three groups are going to meet the evening of July 26 to work out the details of the financial participation and we will be officially advised on July 27 in the affirmative.

The proposition as presented by the writer is as follows:

Based upon the recommendations of the Assistant Research Engineer, I indicated that a 30-inch storm sewer from the swale in back of the high school to the old locks would be adequate to handle all of the drainage from behind the school and the drainage water collecting in the underpass from the city storm sewer system. The estimated cost of the installation, as estimated by Mr. Jenkins, is $15,000, total. Mr. Edwards had advised me prior to the meeting that his people concurred in this preliminary estimate.

I proposed that the City would make available to the Highway Department easements across the school grounds, city streets, and from the underpass to the locks which is through a city park. This property, I think, is controlled by the Port Commission but there will be no problem.

In order to expedite the whole procedure, it was asked that the Highway Department contact the Railroad Company for permission to install this storm sewer within the limits of the railroad right of way. In addition, the City is to pay $4,000 which it appears will cover the cost of the installation from the existing highway to the locks, based on a pro rata cost as determined from a map.

There will be one part of this agreement which will be distasteful to all concerned in the Highway Department. This is the maintenance of this storm sewer. We are going to install the sewer, it is a 30-inch line placed on good foundation, and further, as we have other fish to fry with the City I was hesitant to come to blows with the City; therefore, I gambled and agreed that we would maintain the storm sewer. Should any of the staff wish to second guess me on this, I am prepared to contact the City and advise that it is the feeling of my superiors that this maintenance should be a city responsibility.

The Council brought up the drainage problem at Dry Creek and I reminded them of the letter which Mr. Williams wrote to the past mayor, discussing this problem; in this letter Mr. Williams indicated he felt that Dry Creek was not a problem but that he had instructed the field personnel to study this situation this coming winter and should a problem develop, submit recommendations for the correction thereof.

Mr. Nichols of the Port Commission contacted me after the meeting and asked if we would, during our preparation of plans for the construction of this storm sewer, investigate the possibility of lowering the grade some two feet under the railroad to assist the people in getting their trailer houses under the railroad. I advised that I did not know the status of the railroad structure so I could not comment whether this could or could not be done. I also indicated this would entail additional structural excavation which would be necessitated by lowering the storm sewer the additional two feet from the railroad underpass to the locks. Mr. Nichols recognized this problem and indicated that should this be feasible, the Port Commission would expect to pick up the tab for the additional cost. This, therefore, should be a part of the study.

Mr. Hunter, who was the locating engineer on this project, advises me that all property in this area was tied in so I agreed we would prepare the easement descriptions so that the City would not have to hire a surveyor.

Finally, in order to expedite the matter, plus the fact that Mr. Johnson indicated Bob Ewen and his crew were available, I instructed that he get on with the survey for the actual construction of this facility, recognizing that this is the perogative of the Construction Engineer. I have advised the Construction Engineer of my discussions with the Division Engineer, explaining the reason for my action. The Construction Engineer has advised that he will carry the ball from here on.

It should be noted that there were those present who were a little apprehensive as to the effects of this construction on the forthcoming home games of the local high school foot ball team. I indicated only that we would do the job in a workmanlike manner. Since I had no knowledge of the condition of the turf on the football field (should it be necessary to traverse said field) I was unable to advise as to whether or not this turf could be removed and replaced.

So that there may be no misunderstanding at a later date, I advised the City Council, those representing the School Board and the Port Commission, and the audience that the 30-inch pipe was heavy and that the contractor would have to move equipment in to dig the trench and place the pipe and it isn't possible to do this by hand. This could not help but result in some temporary damage to the football field. I did indicate, however, that the project would be, as I said before, completed in a workmanlike manner. There were those present, however, who posed the counter question "What do you want--adequate drainage or football games?"

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. E. Johnson

MIL PMT 205 7-17-61 2-20

ATTENTION A E JOHNSON
PLEASE GIVE TO MR VIC WOLFE

THIS IS THE CONTENTS OF THE LETTER FROM MR MCDON L BONTA OF THE CIY OF CASCADE LOCKS TO MR WILLIAMS

YOUR ATTENTION IS DIRECTED TO THE COPY OF THE ENCLOSED LETTER FROM THE HONORABLE GEORGE J ANNALA STATE REPRESENTATIVE RELATIVE TO THE DRAINAGE PROBLEM IN CASCADE LOCKS.

PERHAPS THER E HAS BEEN SOME MISUNDERSTANDING AS TO WHICH PARTY WAS GOING TO MAKE FUTURE CONTATXXXX CONTACT. FOR THAT REASON MAYOR CARLSON HAS DIRECTED ME TO WRITE YOU TO SEE IF WE CAN ARRANGE A MEETING IN THE NEAR FUTURE TO GIVE THIS MATTER FURTHER CONSIDERATION. INASMUCH AS A MAJORITY OF OUR COUNCIL MEMBERS ARE UNABLE TO BE AWAY FROM THEIR PLACES OF EMPLOYMENT DURING THE DAY, IT WOULD BE DESIROUS IF THE MEETING COULD BE SET IN CASCADE LOCKS DURING THE EVENING, 7-30PM OR SOMEWHERE NEAR THAT TIME. IF THIS PROPOSAL MEETS WITH YOUR PROXXXX APPROVAL, LET US KNOW WHAT DATES WOULD BE OPEN FOR YOU, AND WE WILL THEN SET THE MEETING DATE.

TRUSTING TO HEAR FROM YOU SON, XXXXXX SOON, I REMAIN

XXXXXXXXX

NOW THIS IS THE CONTENTS OF THE LETTE R TO CARLSON MAYOR OF CASCADE LOCKS FROM ANNALA

I AM PLEASED TO INFORM YOU THAT I VISITED AT LUNCH TODAY WITH W C WILLIAMS CHIEF HIGHWAY ENGINEER AT WHICH TIME WE DISCUSSED THE PROBLEM OF WATER DRAINAGE IN CASCADE LOCKS.

FROM MY DISCUSSION I FEEL THAT I CAN EXPRESS TO YOU QUITE CONFIDENTLY THAT THE HIGHWAY COMMISSION WILL SERIOUSLY CONSIDER YOUR PROBLEM ON A PARTICIPATING BASIS. MR WILLIAMS INDICATED THAT THE STATE MIGHT UNDERWRITE THE TOTAL COSTS OF EXTENDING DRAINS FROM THE SCHOOL TO THE RIVER, UNDER THE RAILROAD, TO THE EXTENT OF 60 TO 70 PERCENT.

AS YOU INDICATED TO ME IN OUR MEETING AT THE LOCKS YOU WOULD SERIOUSLY CONSIDER APPROACHING A SOLUTION ON A JOINT BASIS. I TOOK THE LIBERTY OF MAKING THSXXX THIS OFFER, ALTHOUGH I WAS NOT EXACTLY AUTHORIZED TO DO SO.

MR WILLIAMS SHOULD CONTACT YOU IN THE VERY NEAR FUTURE. I HOPE THAT IVE BEEN OF SOME HELP TO YOU AND THE SOLUTION OF YOUR PROBLEM.

XXXXXXXXXXXXXX

THE DATE OF THE FIRST LETTER WAS JULY 7 AND THE SECOND LETTER MAY 3 1961

MARIE
CL O$.

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON

Municipal Owned Water, Light and Power

July 12, 1961

State of Oregon
State Highway Department
Victor D. Wolfe, Adm. Asst.
Salem, Oregon

Gentlemen:

This will acknowledge receipt of your letter of July 10, 1961 relative to a meeting date with department representatives and the City Council of Cascade Locks, Oregon.

Since we have a meeting of the council scheduled for Monday, July 17, 1961, it would be quite convenient if your representatives could be there at that time.

This meeting is scheduled for 8:00 P.M. Pacific Daylight Time in the council chambers at the City Hall. Thank you for your prompt attention to this matter.

Yours very truly,

CITY OF CASCADE LOCKS

BY McDon L. Bonta
McDon L. Bonta, Recorder

Copies:
Mayor John M. Carlson
Harry Cramblett, Sec.
Port Commission

RECEIVED
JUL 13 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Hwy File

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 10, 1961

City of Cascade Locks
Cascade Locks, Oregon

Attention Mr. McDon L. Bonta, Recorder

Dear Mr. Bonta:

Your letter of July 7 addressed to Mr. W. C. Williams, State Highway Engineer, pertaining to a meeting between the City of Cascade Locks and representatives of the Oregon State Highway Commission to discuss a drainage problem in Cascade Locks has been referred to me.

I had been asked to meet with the Cascade Locks City Council to discuss this problem. However, we had just this past week completed our investigation and on Thursday, last, I made a field inspection with the people who made the investigation in preparation to discussing the matter with the City Council.

Please be advised that I could meet with the City Council at 7:30 p.m. (Pacific Standard Time or Pacific Daylight Time), on July 17, 27, or 31. These are the only three open dates on my July calendar. As of today, August is open.

I am looking forward to meeting with the City Council and hope that one of these dates will be satisfactory.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc Mr./ W. C. Williams
Mr. Forrest Cooper

OK

Salem, Oregon
June 6, 1961

City of Cascade Locks
Cascade Locks,
Oregon

Attention Mr. John M. Carlson, Mayor

Gentlemen:

In response to the data which was presented by the City to the Honorable George J. Annala concerning the drainage problem in your city, we have had a third investigation made by our hydraulics section.

These people were not familiar with the past history of complaints concerning this section. The basic facts presented by these people were to the effect that the Highway Department has not diverted water into Dry Creek, nor has the discharge been altered appreciably by filling of the beaver pond or clearing of vegetation. We do find that the conditions under the railroad overpass was aggravated by the highway paving in 1935, and that the seepage situation has been aggravated by silting up of the basin where the seepage previously occurred.

In view of these facts, the department is willing to construct a storm sewer from the seepage basin to the river bank on a tri-party basis:

(a) The City will provide the necessary rights of way and assume the responsibility of maintenance for those portions of the sewer outside the right of way of existing U.S. 30.

(b) The Highway Department will assume the cost of

No! See me re this.

pipe north of existing U.S. 30.

(c) The Bureau of Public Roads and the State will jointly assume the cost of the drainage pipe south of U.S. 30.

Please give this matter your early attention. We stand ready to proceed upon notification by the City and presentation of satisfactory evidence that the right of way is available.

Very truly yours,

TE:jw

cc Tom Edwards
A. E. Johnson

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON
Municipal Owned Water, Light and Power

April 18, 1961

Honorable George J. Annala
House of Representatives
Salem, Oregon

Dear George:

For this community and for myself I wish to thank you for taking the two hours to stop and hear our citizens and personally inspect the sources of the flood damage, both potential and that which has occurred this past winter, in this town resulting from the new highway construction. To assist you in remembering the statements made by the various citizens who attended the meeting, we have asked them to reduce their statements to writing and are enclosing them with a copy of this letter.

After reading Mr. William's letter of January 30th, 1961, to Mr. Reinholdt, we feel that he did not have a true picture of our situation for he apparently felt that the danger was caused by diversion of Dry Creek from its original channel prior to the present highway construction. You will remember that the diversion of Dry Creek was done by the U. S. Engineers and was prior to 1900. If the diversion of Dry Creek was the cause, it is only a part of the cause and also, that the diversion minimizes the problem as to a past damage and future danger.

To explain this statement I will refer to the map which you have and upon which we marked the three points as A, B and C, all along the new highway construction. By referring to that map you will remember that all the water from A to B on the southeast side of the highway is gathered to one basin or draw by the highway construction and brought down through the old original (prior to 1900) Dry Creek channel that comes down into the draw to the southeast of the school building. For the past twenty years this water in that draw has seeped through under the street, under the school grounds and then has gathered at the northwest side of the school grounds and brought under the present Highway No. 30, where you saw it coming through the culvert and emptying into the dip or pass under the railroad and from there it was gathered in catch basins and drained by under-ground pipes to the old locks and into the Columbia River.

Another drainage problem is that which is gathered between the points of B and C on the map and which, together with the waters of Dry Creek coming through the channel made by the U. S. Engineers prior to 1900, is brought under the new highway construction about half way between points B and C and then on past the lands of Mrs. Lucy Martinsen, past my house, the house of Mr. Wayne Gurley and other parties on the northeast side of town and under old Highway No. 30, where we we inspected the original culverts and the two culverts which had been added to take care of that water.

The new highway construction has created new problems and aggravated already existing problems of drainage in that:

1. The water which runs down the natural drain in the area just to the west of point A and down those cross streets has been gathered and increased by the construction and in addition, the runoff from the denuding of the vegetation, together with the mud therefrom, has increased the runoff coming down through Moody Avenue and then running along the present highway until it has gathered under the highway near the old railroad underpass. In addition to the damage done as it passes through the streets, it has increased the amount of the flow of water going into the underpass.

2. Between points A and B, the new construction has interfered with the normal side hill drainage between A and B which, in the main, ran at right angles to the center line of the new construction and therefore, the water did not all gather in one place.

3. By stripping all that portion of the right of way of the normal vegetation thus accelarating the runoff, and causing an excessive amount of the raw soil to wash down on to the streets and into the normal channels.

4. The silting in of the old channel area just southeast of the school from the raw open soil that has been washed in and this, together with the increased volume of the water, has caused a large pool of water to stand there which, as you observed, was over a man's head in depth. This is very dangerous, particularly so near the school, where it is normally attracts children. We fear that some child may get in there and not be able to get out.

5. The excess water which has been caused to be gathered together with the large amount of sediment from the construction has caused the under-pass under the railroad to fill and become impassable for several days at a time causing great inconvenience to the residents north of the railroad who have that as the only vehicular means of ingress and egress, and which also constitutes an extreme potential fire hazard to the residences located in that area for no fire fighting equipment can reach that area when the pass if full of water as it has been on occasion during this last winter.

That as to the area between B & C and the modified channel of Dry Creek by the highway construction, that volume of water passing down there has been increased by:

1. Construction of the road bed causing all the water to be channeled into one area.

2. The stripping of the vegetation off of the area so that the run off is accelerated.

3. That heretofore there existed a beaver pond in the area just to the southeast of the point marked C on the map, which constituted a storage pool

and thus acted as a leveling influence on the amount of water which then passed on down through the Dry Creek channel and peaks of high water have previously been avoided.

These are the main facts which we would like to have presented to the State Highway Department. The attached letters elaborate on the particulars and we believe you will find them helpful.

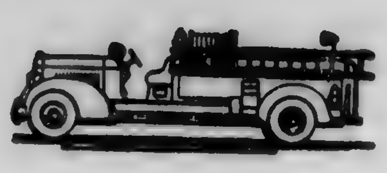
When you obtain your appointment with the State Highway Department and if you would like some of us to be present, please let us know a few days in advance and we will try to have a representative group present.

Sincerely yours,

CITY OF CASCADE LOCKS

BY J. M. Carlson
John M. Carlson, Mayor

Enc.



CASCADE LOCKS VOLUNTEER FIRE DEPARTMENT
CASCADE LOCKS, OREGON

April 14, 1961

Representive George Annala
House of Representives
Salem, Oregon

Dear George:

As you know, we are having a serious water problem here in Cascade Locks with drainage water from both the old and the new highway right of ways. In the past we have had problems under the railroad under pass, but this year has been so much worse that something is going have to be done before another rainy season arrives.

My main concern is for emergency vehicles such as fire equipment and ambulance service. In the past it has been possible to drive a truck through the water as it was very seldom over a couple feet deep, but this year it was four feet or over. A sick or wounded person could be carried over the railroad but it is impossible to lay a fire hose over said railroad. If there were a fire in that area when the underpass was flooded, I don,t know what the consequences might be but I do know that there would be heck to pay.

If you could help us in any way on this matter, we would be very greatful to you as it is a very serious matter to us.

Thanks for your help

Eugene Miller

Eugene Miller
Fire Chief
City of Cascade Locks

Cascade Locks, Oregon
April 13, 1961

State Highway Commission
Salem, Oregon

Gentlemen:

I wish to register a complaint to your department concerning drainage problems along Dry Creek in connection with new highway construction adjacent to the above mentioned stream.

I own property on Pleasant Drive, north of old Highway 30, and Dry Creek crosses a corner of this property.

Dry Creek reached flood proportions in November, and flowed through our back yard and on several occasions since, the water level has been very near flood stage. This is unusual for the stream during winter months and the muddy water carrying soil from eroded slopes where highway construction has removed the original forest litter and growing plants has caused this condition.

I believe that more water has been diverted from its natural drainage pattern to this small stream which is insufficient to carry flood waters away properly.

If having the present trouble during a very mild winter, with practically no snow, is a criteria for future behavior we can look forward to flooded property and basements.

I do not feel it my responsibility to build a 12 to 24 inch retaining wall along the creek bank to protect my garden, lawn, basement and septic tank system.

Your engineers do not appear to be cognizant of the present situation and future possibilities.

Some of this water must be diverted to prevent damage to our property and homes as Dry Creek cannot take the increased load of run off water safely.

Yours truly,

Wayne E. Gurley

Wayne E. Gurley

Cascade Locks, Oregon
April 12, 1961

Oregon State Hiway Department
Salem, Oregon

Gentlemen:

I have worked as Street and Water Supt. for the City of Cascade Locks during the past 5 years, and working as such, have never seen water standing in any amount in the area, or gully back and East of the School district property, until this past winter.

Due to the new highway construction South of this area, the water storage has increased and caused a lake. I would estimate that there is at least a 90% increase in the water run-off into this area.

Yours very truly,

Lester Gable

Lester Gable
Street & Water Supt.
City of Cascade Locks, Oregon

MUNICIPAL POWER AND WATER SYSTEM

INDUSTRIAL SITES ON LAKE BONNEVILLE

Scenic Columbia Gorge

THE PORT OF CASCADE LOCKS

CASCADE LOCKS, OREGON

April 12, 1961

Representative George Annala
House of Representatives
Salem, Oregon

Dear George:

A very serious condition has arisen since the road construction has been completed on the new highway, and will become worse when roadway has been surfaced.

The drainage from an area of better than two miles has been concentrated to one small area, and facilities to handle this water are not adequate.

It has created a burden upon the Port Commission to maintain traffic through the railroad underpass. Many times, this area has been closed this year so residents and fire equipment could not use it.

This underpass in previous years was a problem, created by drainage to this area by water on present highway, and was done by the highway department. It has now become so serious something must be done.

To our observation, the Port Commission, it is the highway department responsibility to correct this situation.

Very truly yours,

Cascade Locks Port Commission

By Paul R. Nichols Pres

Harry Gramblett

Eugene Miller

Cascade Locks, Oregon
April 12, 1961

Representative George Annala
State House of Representatives
Salem, Oregon

Dear George:

I have lived in my present home for about twelve years, and daily have had the opportunity to observe the conditions near the school.

I have never seen water stand in this area at any time, but at times recently, it has been to a depth of ten to twelve feet.

Before the school was built where it is now, there was a draw that ran down to Amoth Hardware building. This draw had no ditch created in it by constant or excess water.

You may recall that in the 30's and early 40's there was a lumber yard located about where right field is now. I never recall this firm being inconvenienced by excess water. The drainage was taken off by ground before it got there.

I feel the highway department is responsible for this condition.

Very truly yours,

Russel H. Nichols

Russell H. Nichols
Cascade Locks, Oregon

Cascade Locks, Oregon
April 12, 1961

Oregon State Highway Department
Salem, Oregon

Gentlemen:

My name is Victor F. Wigren. I have lived in Cascade Locks, Oregon the past 41 years. During that time, I have served on the City Council (8Years). I have served two terms as Mayor. I have also served on the Cascade Locks Port Commission for two terms. Before my retirement, I was employed by the Federal Government, part of which time, I worked on the old Locks in the City.

My interest in the community and its affairs of government has brought me into close contact with the drainage problem which the City is now experiencing since construction of the freeway by-pass of the City.

I state from personal observation that water has never stood in the gully just east of the Cascade Locks School until this winter, and after construction of the highway. Through a series of drains, water has been diverted to this area, making for an unprecedented flow in the gully.

During my years of employment on the old Locks I never knew water to stand in the area below the railroad viaduct. This past winter, the viaduct has been impassable due to the diversion of highway drainage which eventually reaches this area on its way to the river.

I cannot help but feel that the Oregon State Highway Department has contributed immeasurably to a serious drainage problem, and in the public interest, they should make every effort to rectify the situation.

Very truly yours,

Wigren

Victor F. Wigren
Cascade Locks, Oregon

Cascade Locks, Oregon
April 12, 1961

Oregon State Highway Department
Salem, Oregon

Re: W. C. Williams Letter of Jan. 30, 1961 to Mayor Reinholdt.

Gentlemen:

Your letter of the above mentioned date concerned problem of surface drainage. Much of the surface drainage today was sub-soil drainage prior to clearing and grading of freeway right of way.

In relation to the 3x6 culvert under present highway at U.P.R.R. Co. viaduct, you state no change has been made. Within the last few years, the highway department added more catch basins and culverts on present highway between Gibb's Cafe and Amoth Hardware that contribute directly to this area.

You state Dry Creek was diverted from its natural channel. That may be true, but if true, the City of Cascade Locks did not make the change, and you state the 8" concrete pipe outfall to the Columbia River has become more and more inadequate as the City has been built up. Construction of the Freeway has actually taken much of the development in that area out.

In your letter you state the highway department cannot assume liability conditions such as these. You provided adequate drainage through your highway facility in old natural drainage channels.

Is it not the intention of the freeway idea to be much more than adequate today so that it may serve tomorrow? The people of Cascade Locks have every right to believe in a future, and it is the belief that more than adequate costs very little more. But by being just adequate, it would almost stop development in Cascade Locks, because after it is finished, we would have a very difficult time getting more drainage through the freeway.

This second drainage condition is on old Columbia River Highway (county and city road) near Station 181. You state there is a 2x6 box culvert and a double 30" culvert. Now it appears to me the two 30" culverts were an after thought, so why didn't they make it much more than adequate to begin with, because it will be inadequate again. The new 5x5 box culvert under the new freeway is not much larger than this old one, but many times longer. Considering length and internal friction, it is probably barely adequate. This leaves the City very little future for development, because if we develop, we would have to drain in natural areas too.

You state you have not added water to Dry Creek. This is not true, but probably will be true when the clearing and graded areas become covered again with vegetation. Again you feel you have provided adequate drainage to carry off maximum runoff. Adequate today leaves us no future tomorrow. You instructed field personnel to watch the problems in this area, which they have done. Why not put the cost of this personnel into more than adequate drainage?

Cascade Locks, Oregon
April 12, 1961

Oregon State Highway Department
Salem, Oregon

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In a recent meeting with department representatives here, we were informed that "he didn't come here to take a lot of abuse from you people". Good psychology. Naturally, at that point the local people receded into their own domain, and he stepped forward to handle the situation veryeffectively to his own liking. We have more than a salary at stake, so if it is a fight, then we will fight. I feel the highway by-pass can make Cascade Locks, not break it. The Columbia Gorge is a place of beauty and infinite variety. The modern, super highway brings development ever closer to us.

Very truly yours,

Carroll J Tweidt

Carroll J. Tweidt
Cascade Locks, Oregon

Cascade Locks, Oregon
April 12, 1961

Oregon State Highway Department
Salem, Oregon

Gentlemen:

I have lived in Cascade Locks, Oregon for approximately fifty years and was Street Superintendent for the City of Cascade Locks from about 1945 to 1956.

The drainage at the Union Pacific Railroad viaduct northwest of the school grounds has been a problem for many years, actually ever since the present U.S 30 highway was built in about 1935.

The 8" drain to the river was adequate to take care of any water coming from the school grounds through the 3x6 culvert from the school grounds but was not adequate to take care of water coming from the storm drains on highway U.S. 30.

The flooding under the railroad viaduct is not a new problem, but is one that we have tried to battle for many years and is a problem that, I believe, the Highway Department should have remedied many years ago.

Sincerely,

Karl Rosenback

Karl Rosenback

Cascade Locks, Oregon
April 12, 1961

Oregon State Hiway Department
Salem, Oregon

Gentlemen:

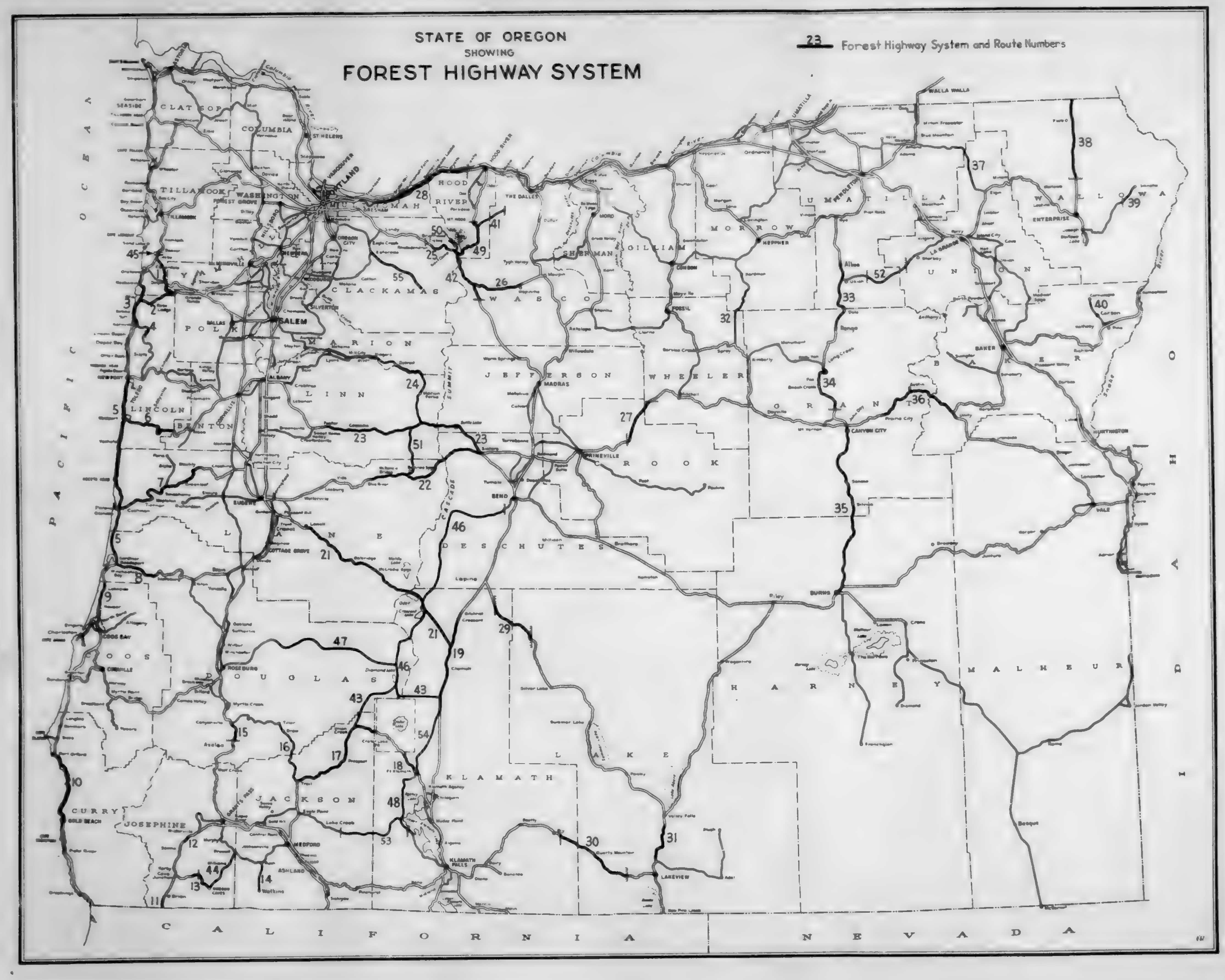
We have experienced a lot of trouble with water during the past winter, due mainly to the construction of the new highway, grading, ditching, pipe line and culverts, also the draining of two holding reservoirs which used to hold some 25 or 30 acres of water approximately three feet deep. After a hard rain, or a quick thaw, the out-fall from that region is so fast that the culvert on the old highway at Dry Creek isn't adequate to handle it, and causes flooding of priperty above it and considerable damage. I have lived by this creek ten years. We have never experienced this trouble before.

On the Port Commission property at the under pass to the Locks, we are also troubled with flooding. Any heavy rain will fill up the underpass and make it impossible to go through with cars, a condition which happened rarely before this past winter. As soon as the new highway is paved it is going to increase the speed of the run-off, and increase our troubles.

I formery was a member of the City Council, also president of the Port Commission of Cascade Locks during the preliminary meetings with the State Highway engineers. We were given to understand if the new highway increased the out-fall where the present facilities weren't adequate, the highway department would take care of the drainage. That time has now arrived, and I think the highway department are duty bound to see that is is taken care of immediately.

Yours very truly,

Robert M. Gibb
Cascade Locks, Oregon



STATE OF OREGON
SHOWING
FOREST HIGHWAY SYSTEM

23 Forest Highway System and Route Numbers
PACIFIC OCEAN
CALIFORNIA
NEVADA
IDAHO
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
YAMHILL
POLK
CLACKAMAS
MARION
LINCOLN
BENTON
LINN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
CROOK
WASCO
SHERMAN
GILLIAM
WHEELER
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
HARNEY
MALHEUR
PORTLAND
VANCOUVER
SALEM
OREGON CITY
SILVERTON
ALBANY
EUGENE
COTTAGE GROVE
ROSEBURG
COOS BAY
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
LAKEVIEW
BEND
PRINEVILLE
MADRAS
THE DALLES
HOOD RIVER
PENDLETON
LA GRANDE
BAKER
ENTERPRISE
CANYON CITY
BURNS
VALE
HUNTINGTON
HEPPNER
FOSSIL
WALLA WALLA
UMATILLA
SEASIDE
ST HELENS
GOLD BEACH
CASCADE
SUMMIT
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COLUMBIA RIVER
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Cascade Locks, Oregon
April 12, 1961

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

I have been a property owner in Cascade Locks for the past 15 years. During my years of residence I have never water stand in the hole East and back of the Cascade Locks school which is my property. School children have been able to walk through this area at any time of the year. I would say that there is 90% more water in this area than any time previous.

Diverted drainage from the highway has increased the flow in an old dry ravine leading to this hole. Water has never flowed through this ravine before. I would appreciate your taking care of this matter at once.

Sincerely yours,

Marcus Von Ahn

Marcus Von Ahn
Cascade Locks, Oregon

Cascade Locks, Oregon
April 12, 1961

Oregon State Hiway Department
Salem, Oregon

Gentlemen:

My property is located on Dry Creek in the City of Cascade Locks. Dry Creek flows along the southerly side between my property and the present highway.

I have talked with the engineer on the project about my place, and told them I hadn't seen this much water in the 37 years I have resided here, with the exception of two or three times when there was almost as much, but under much more extreme conditions than this year. In talking with the engineer, he recognized that there was added water on my property, and promised me that he would make a study of the situation, and do something about it. Nothing has been done yet.

Sincerely yours,

Mrs. Lucy Martinsen
Cascade Locks, Oregon

Cascade Locks, Oregon
April 12, 1961

Oregon State Hiway Department
Salem, Oregon

Gentlemen:

I have been a resident of Cascade Locks for 36 years. My property is located on the West side of Dry Creek on the old Columbia River Highway. The creek is now washing away my property. I have never seen the creek as high as it has been this year. During my residence here, I have [redacted] seen the culvert under the old highway completely full. On Thanksgiving day it came to the top of the culvert and back down again within the period of 4 hours. I feel that if it had been frozen ground and snow followed by a Chinook wind and warm rain, that the creek would have gone over its banks. I am fearful to leave home during extreme conditions for fear of my home being flooded.

I remember years ago, 1927 or 1928, that the creek reverted to its natural channel overnight, and the creek at my home was dry the next morning. If this is true, then all this water could be concentrated in the area East of the School in an old ravine. I'm quite sure that serious property damage would then occur.

Sincerely yours,

Mrs. Ida Carlson
Cascade Locks, Oregon

General Information: Vicinity of Hazel Street.

Elevation to East...........212' approx.
Elevation to West...........238' approx.
Elevation at Hazel Street...189' approx.

Present Contributing Factors:

Prior to paving, the cleared right of way will be about 1-1/3 million square feet approximately one mile long.

In calculating drainage flows, slopes and soil absorption have not been considered.

If vegetation grew back on cleared land, there would still be a paved surface about 1/2 million square feet, one mile long which will drain into area in the vicninty of Hazel Street behind school property. This drainage has to go under the school by seepage only.

There have been almost 6" of rain in a twenty-four hour period during extreme conditions. Most of this could have fallen in a few hours, which would mean as much as 1/4 million cubic feet of water, not considering this year. We could have frozen ground, extreme conditions of snow followed by warm chinook winds and rain, which means that the run-off would be concentrated on the surface of the ground. There would be no soil absorption.

In calculating the culvert on Dry Creek on the Freeway, there is an opening of 25 square feet, and on the old highway, about 21 square feet. It would appear that there is no provision made for any future residential and street development and drainage, nor for any future expansion of the Freeway.

Compiled by Carroll J. Tveidt

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Salem, Oregon
May 5, 1961

Drainage
City of Cascade Locks

Mr. Tom Edwards
Construction Engineer
OFFICE

I hand you herewith a file which refers to the drainage matter in the city of Cascade Locks. Also attached is a mosaic map which we made originally and which has been altered somewhat.

The purpose of this letter is to ask you to review the material presented and to make a comprehensive and unbiased study of this entire situation, giving me a report and recommendation.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Encl.
cc Mr. W. C. Williams

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I-80N-2(11)41
5639

July 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 12, 1961, on Contract No. 5639, Cascade Locks Section, in Hood River County, in connection with Federal Aid Project No. I-80N-2-(11)41.

Very truly yours,

W. C. Williams
State Highway Engineer

By JAH
R. L. Porter
Office Engineer

DBP:bm

cc: Clarence G. Swanson

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1961

To: Memo to File

SUBJECT: Meeting with Cascade Locks City Council re Drainage

On July 17, accompanied by Mr. A. E. Johnson and Mr. Ed Hunter, I met with the Cascade Locks City Council to discuss the drainage of the area behind the high school and the drainage in the underpass under the railroad to the city park.

Mr. John Jenkins, Assistant Research Engineer, had made an exhaustive study of the surface drainage problems in the Cascade Locks area and I was conversant with his report and all correspondence prior to the meeting.

The two-hour discussion of the drainage problem was throughout conducted in an air of cordiality. I was there to discuss with the City only the drainage behind the high school and the underpass, as mentioned above. It was the Mayor's intention to include all other drainage problems in the area in one package, including those drainage problems which are of a private property nature. In the waning moments of the meeting Mr. Nichols of the Port Commission had run completely out of patience with the City Council and suggested that since the Highway Department had made an extremely good offer, what was taking the City Council so "damn" long to grab the proposition and run.

Mr. Nichols indicated that the Port Commission was going to co-operate with the City and Mr. Bonta, who is a member of the Hood River County School Board, indicated that the School Board was going to co-operate with the City. On this basis, the three groups are going to meet the evening of July 26 to work out the details of the financial participation and we will be officially advised on July 27 in the affirmative.

The proposition as presented by the writer is as follows:

Based upon the recommendations of the Assistant Research Engineer, I indicated that a 30-inch storm sewer from the swale in back of the high school to the old locks would be adequate to handle all of the drainage from behind the school and the drainage water collecting in the underpass from the city storm sewer system. The estimated cost of the installation, as estimated by Mr. Jenkins, is $15,000, total. Mr. Edwards had advised me prior to the meeting that his people concurred in this preliminary estimate.

I proposed that the City would make available to the Highway Department easements across the school grounds, city streets, and from the underpass to the locks which is through a city park. This property, I think, is controlled by the Port Commission but there will be no problem.

In order to expedite the whole procedure, it was asked that the Highway Department contact the Railroad Company for permission to install this storm sewer within the limits of the railroad right of way. In addition, the City is to pay $4,000 which it appears will cover the cost of the installation from the existing highway to the locks, based on a pro rata cost as determined from a map.

There will be one part of this agreement which will be distasteful to all concerned in the Highway Department. This is the maintenance of this storm sewer. We are going to install the sewer, it is a 30-inch line placed on good foundation, and further, as we have other fish to fry with the City I was hesitant to come to blows with the City; therefore, I gambled and agreed that we would maintain the storm sewer. Should any of the staff wish to second guess me on this, I am prepared to contact the City and advise that it is the feeling of my superiors that this maintenance should be a city responsibility.

The Council brought up the drainage problem at Dry Creek and I reminded them of the letter which Mr. Williams wrote to the past mayor, discussing this problem; in this letter Mr. Williams indicated he felt that Dry Creek was not a problem but that he had instructed the field personnel to study this situation this coming winter and should a problem develop, submit recommendations for the correction thereof.

Mr. Nichols of the Port Commission contacted me after the meeting and asked if we would, during our preparation of plans for the construction of this storm sewer, investigate the possibility of lowering the grade some two feet under the railroad to assist the people in getting their trailer houses under the railroad. I advised that I did not know the status of the railroad structure so I could not comment whether this could or could not be done. I also indicated this would entail additional structural excavation which would be necessitated by lowering the storm sewer the additional two feet from the railroad underpass to the locks. Mr. Nichols recognized this problem and indicated that should this be feasible, the Port Commission would expect to pick up the tab for the additional cost. This, therefore, should be a part of the study.

Mr. Hunter, who was the locating engineer on this project, advises me that all property in this area was tied in so I agreed we would prepare the easement descriptions so that the City would not have to hire a surveyor.

Finally, in order to expedite the matter, plus the fact that Mr. Johnson indicated Bob Ewen and his crew were available, I instructed that he get on with the survey for the actual construction of this facility, recognizing that this is the perogative of the Construction Engineer. I have advised the Construction Engineer of my discussions with the Division Engineer, explaining the reason for my action. The Construction Engineer has advised that he will carry the ball from here on.

It should be noted that there were those present who were a little apprehensive as to the effects of this construction on the forthcoming home games of the local high school foot ball team. I indicated only that we would do the job in a workmanlike manner. Since I had no knowledge of the condition of the turf on the football field (should it be necessary to traverse said field) I was unable to advise as to whether or not this turf could be removed and replaced.

So that there may be no misunderstanding at a later date, I advised the City Council, those representing the School Board and the Port Commission, and the audience that the 30-inch pipe was heavy and that the contractor would have to move equipment in to dig the trench and place the pipe and it isn't possible to do this by hand. This could not help but result in some temporary damage to the football field. I did indicate, however, that the project would be, as I said before, completed in a workmanlike manner. There were those present, however, who posed the counter question "What do you want--adequate drainage or football games?"

Victor D. Wolfe

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. E. Johnson

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July 10, 1961

City of Cascade Locks
Cascade Locks, Oregon

Attention Mr. McDon L. Bonta, Recorder

Dear Mr. Bonta:

Your letter of July 7 addressed to Mr. W. C. Williams, State Highway Engineer, pertaining to a meeting between the City of Cascade Locks and representatives of the Oregon State Highway Commission to discuss a drainage problem in Cascade Locks has been referred to me.

I had been asked to meet with the Cascade Locks City Council to discuss this problem. However, we had just this past week completed our investigation and on Thursday, last, I made a field inspection with the people who made the investigation in preparation to discussing the matter with the City Council.

Please be advised that I could meet with the City Council at 7:30 p.m. (Pacific Standard Time or Pacific Daylight Time), on July 17, 27, or 31. These are the only three open dates on my July calendar. As of today, August is open.

I am looking forward to meeting with the City Council and hope that one of these dates will be satisfactory.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc Mr, W. C. Williams
Mr. Forrest Cooper

CITY OF CASCADE LOCKS
CASCADE LOCKS, OREGON
Municipal Owned Water, Light and Power

July 7,1961

Mr. W. C. Williams
State Highway Engineer
401 State Highway Building
Salem, Oregon

Dear Mr. Williams:

Your attention is directed to the copy of the enclosed letter from the Honorable George J. Annala, State Representative relative to the drainage problem in Cascade Locks.

Perhaps there has been some misunderstanding as to which party was going to make future contact. For that reason, Mayor Carlson has directed me to write you to see if we can arrange a meeting in the near future to give this matter further consideration. Inasmuch as a majority of our council members are unable to be away from their places of employment during the day, it would be desirous if the meeting could be set in Cascade Locks during the evening, 7:30 P. M. or somewhere near that time. If this proposal meets with your approval, let us know what dates would be open for you, and we will then set the meeting date.

Trusting to hear from you soon, I remain,

Very truly yours,

CITY OF CASCADE LOCKS

BY McDon L. Bonta
McDon L. Bonta, Recorder

Encl.

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[illegible]

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JUL 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

COMMITTEES
CHAIRMAN ELECTIONS AND REAPPORTIONMENT
VICE CHAIRMAN WAYS AND MEANS

STATE OF OREGON
HOUSE OF REPRESENTATIVES
SALEM

May 3, 1961

Honorable John M. Carlson
Mayor
Cascade Locks, Oregon

Dear Mr. Carlson:

I am pleased to inform you that I visited at lunch today with W. C. Williams, Chief Highway Engineer, at which time we discussed the problem of water drainage in Cascade Locks.

From my discussion, I feel that I can express to you quite confidently that the Highway Commission will seriously consider your problem on a participating basis. Mr. Williams indicated that the State might underwrite the total costs of extending drains from the school to the river, under the railroad, to the extent of 60 to 70%.

As you indicated to me in our meeting at the Locks, you would seriously consider approaching a solution on a joint basis. I took the liberty of making this offer, although I was not exactly authorized to do so.

Mr. Williams should contact you in the very near future. I hope that I've been of some help to you and the solution of your problem.

Sincerely,

George J. Annala
State Representative

GJA:i
cc: Russ Nichols

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1961

SUBJECT

To:

MEMO TO THE FILE

A conference with Mr. C. G. Polk of the Bureau of Public Roads was held Monday, June 5th. The following subjects were discussed:

1. Rufus-Arlington. The Bureau of Public Roads was informed that our best estimate at this time indicated approximately 5 million dollars participation on the part of the State and Bureau of Public Roads in the Rufus-Arlington relocation. This is based on verbal advice from C. G. Hansens that the Corps would accept the State's position concerning construction of interchanges, control of access, four lanes at interchanges, and 4 lanes at climbing lanes. No firm commitment was made, but Mr. Polk indicated that the Bureau would look favorably upon completion of the West John Day Interchange providing a written statement was secured from the Army.

2. White River Relocation (Butler Canyon-Oak Springs Road). The proposed plan was discussed with the Bureau of Public Roads.

3. Linn County Line-McKenzie River. The serious problem of falling rocks from the cut immediately north of the McKenzie River was discussed. The Bureau requested that sound justification be presented concerning control of this problem by installation of a protective wire mesh covering of the cut slope. There appears to be justification for approving this item. Mr. Barbee will proceed with this.

4. The Cascade Locks drainage problem was discussed at some length. It was tentatively agreed that the city should be contacted to determine what if any participation they would be willing to provide in establishment of a 30-inch storm sewer from the freeway to the river. It is believed that work north of existing U.S. 30 is an obligation of the State, that the Bureau should participate between the freeway and existing U.S. 30, and that the city of Cascade Locks provide the necessary rights of way. A rough draft has been prepared concerning this item.

5. A request of Multnomah County for revision of the Rockwood Road off-ramp (N.E. 181st Avenue) was discussed.

Traffic data taken May 26, 1961 was presented and discussed. This item had previously been rejected by the Bureau based on a circular memorandum from George Williams dated November 23, 1960. Mr. Polk asked that we resubmit our request. Mr. Attig will prepare the necessary data to resubmit this request. This shall be submitted in writing and not as an oral request.

6. The Harvard Military Avenue revision in Roseburg was discussed. There were no objections.

7. Slide conditions on the Baldock Freeway was brought to Mr. Polk's attention. It is desirable, based on our decision, that Houck be given the task of cleaning up the slide situation whthin the limits of his paving job.

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper ✓
Lloyd Shaw
A. E. Johnson
F. D. Morgan
Dean Swift
A. F. Parson

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May 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering additional clearing on the Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5639, in connection with Federal Aid Project No. I-80N-2(11)41.

It is necessary to remove trees which fell during the winter storms outside of the designated work area.

This order has the verbal approval of the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JOA:lt

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p

Salem, Oregon
May 16, 1961

Cascade Locks Drainage Problems

Mr. Tom Edwards
Construction Engineer
BUILDING

I have gone through the correspondence on the above subject and have investigated the area on the ground, and this is the way I see it.

1. The Department has not diverted water into Dry Creek nor has the discharge been altered appreciably by filling the beaver pond or clearing vegetation.

2. Mrs. Martinsen may have a cause of complaint by virtue of discharging water onto her property at Station "A" 1957 where no culvert previously existed. A channel change will cure this.

3. Drainage could never have been really satisfactory under the railroad underpass but highway paving in 1935 contributed appreciably to its inadequacy. There has been no significant change in the drainage pattern since then, with the exception of the blocking of the old Dry Creek channel by the school. Runoff from city streets and buildings also contributes to the inadequacy of this drainage.

4. Silting due to construction has reduced the capacity of the drainage-by-seepage system at the school. The Department will be called upon for continued maintenance of the seepage system. $15,000 would buy a 30-inch storm sewer which would solve the problems in Items 3 and 4.

5. The present drainage pattern in the Moody Street area diverts runoff from eight or more acres which formerly drained down the south side of the reservoir road and now empties into the seepage system behind the school. From the standpoint of future complaints, the drainage is probably better off where it is now, but it further obligates the Department to do something about Item 4.

The channel shown in dashed green on the photograph is not the Dry Creek channel which the Corps of Engineers diverted to its present location at the time of the construction of the Cascade Locks. The channel which I have shown in solid blue is more nearly this former channel. The channel comes down the top of a kind of alluvial fan after it leaves the canyon downstream from the power line crossing. It was the alluvial nature of this channel which made it feasible to make the change in the first place--and which permitted the channel to revert to its natural course during the flood of 1927. The channel is cut into the alluvial material now and is not likely to revert to the original channel again without a major change in the movement of the gravel bed.

From 1952 until the recent construction got under way, the USGS maintained a crest-stage gage on Dry Creek at the inlet of the 5 x 5 RCBC at Freeway Station 1965. The data obtained from this gage indicates that the January 1953 flood had a peak discharge of 125 c.f.s., the December 1955 flood a peak dischage of 186 c.f.s., and an estimated 50-year flood would be from 225 to 250 c.f.c.

The present 6'W x 2'H RCBC and 2 - 30" concrete pipes to handle Dry Creek through the old Columbia River Highway, in place since before 1922, have a capacity of about 170 c.f.s. to the top of the inlet headwall (headwater depth 4 ft.) and 200 c.f.s. to the point of overflow of the highway (headwater depth 5 ft.). The 5 x 5 box should be able to handle 200 c.f.s. with a headwater depth of 6 ft. However, due to the poor approach conditions at the inlet, the flood of this last winter required 6 ft. of headwater depth while the old 6 x 2 box and pipes were handling the flow with a reported 3 to 4 feet of headwater depth. Probably the flooding of this last winter was nearly equal to that of December 1955, with the exception that this last winter the stream carried more debris and silt.

It has been reported that construction of the freeway has obliterated all storage pond area near the inlet of the 5 x 5 box, thereby markedly increasing the rate of discharge. Actually, only a small side channel of Dry Creek went through the now filled in beaver pond. The main channel bypassed the pond and went directly to the culvert. The surface area of the beaver pond was about two acres but there still exists a swampy area extending for approximately 0.6 mile east of the culvert and containing perhaps some 20 acres in two inter-connected ponds. This swamp probably still has some effect on reduction of peak discharge.

One of the recent complaints came from a Mrs. Lucy Martinsen who owns property left of Station 1960±. Her complaint concerned increased flow through her property. I do not feel that the Department has increased the flow in Dry Creek nor diverted water into Dry Creek but it has added a 30-inch culvert at about Station 'A" 1957 which drains the interchange and a soggy area (contributed to by Dry Creek) lying to the right of Sta. 1955. This 30-inch pipe discharges onto the Martinsen property through a small swale which has not heretofore carried any water--at least not since the construction of the present highway in 1952. This culvert is still flowing and during the last winter it deposited six inches of silt across the corner of Mrs. Martinsen's property. The construction of a channel change from the culvert to the west end of the Dry Creek channel change left of Station "B"1960 would get this water off the Martinsen property.

Moving to the west, the present drainage under the railroad underpass must have existed since the construction of the underpass prior to the paving of the present highway through Cascade Locks in 1935. In its undeveloped and unpaved condition in the early days, the 17 acres which now contribute directly to this underpass might have discharged 4 c.f.s for a 10-year storm or 2 c.f.s. for a 2-year storm. The capacity of the present 8-inch pipe is only about 2 c.f.s. (This assumes that the former Dry Creek channel, with a remaining drainage area of about 0.5 sq. mi., seeps into the ground and does not contribute.) With the paving of the highway, surfacing of some of the city streets and increased building construction, the same 17 acres now contribute about 15 c.f.s. for a 10-year storm and 9 c.f.s. for a 2-year storm. A large part of this increase is due to the contributions of 1.7 acres of highway paving. There was obviously a problem at the underpass prior to paving the highway but the paving certainly aggravated the problem. The city has also aggravated the problem by draining Moody, 6th, and 7th Streets onto the highway.

Though inlets have been added at 6th and 7th Streets since the original reconstruction in 1935, they merely take the southerly curb water underground and do not change the drainage pattern.

The statement that water ponds four feet deep in the underpass is an exaggeration. By my measurement the point of overflow out of the depression is 2.5 ft. above the inlet grates. Also, if necessary, emergency vehicles could cross the three tracks at grade 150 feet east of the undercrossing.

The construction of the roadway and school across the old Dry Creek channel in 1947 must have relieved some of the drainage load on the railroad underpass. Depending on seepage for drainage is an economical method as long as it works, but it is far from being foolproof. The school district discovered this when surface runoff seepage from above the school saturated the septic tank drain field on the other side of the fill to the extent that the playing field became contaminated. It became necessary to install additional drainage in the playing field to relieve the situation. Now silt from the freeway construction has reduced the permeability of the old Dry Creek channel. I know of no way that the present mode of operation can be restored and guaranteed. The Department, at no small cost, might go in with a loader and remove silt and the plugged strata of original ground, but the operation might have to be repeated next year, and the year after, and any other year that the populace felt the water was not running off sufficiently fast. Dry wells with a silt barrier would tend to localize the maintenance activities, but the problem would still be there. Sub-surface exploration would be necessary to determine the feasibility of the dry wells. The only way to positively handle the runoff is, of course, to pipe it to the river (solving the underpass problem on the way). $15,000 would provide a 30-inch storm sewer line from the school to the locks.

As has been pointed out, the discharge at the school for a long duration storm has not been appreciably increased by the construction of the freeway. There will be considerable change for short, intense storms, and especially for those persons living below the outlets of the highway culverts.

There also has been a diversion of something like eight acres or more between Stations 1905 and 1917. The runoff from the south side of the old reservoir road used to drain toward 5th Street. It is now picked up and taken to the culvert at Station 1914+50. Additional problems below the outlet of this culvert resulted in further diversion to Station 1917 via a ditch on the face of the fill. All the runoff to Station 1920 now runs through pasture land belonging to Mr. Von Ahn.

The Department is probably better off to be handling the discharge through the Von Ahn pasture than to be dumping it on populated areas farther west, but nevertheless, it is a diversion and a problem has been contributed to thereby.

A flowage easement through the Von Ahn property and a culvert across his access road might be all that is necessary to solve this problem. If not, the ultimate solution would be to pipe the flow through the property. A 24-inch storm sewer line would cost about $4,000. Only the culverts at Stations 1914+50 and 1917+63 would be handled since the flow from the 18-inch pipe at Station 1920 is handled in a natural channel.

Also contributing to the present problem is the fact that drainage from the westbound lanes is currently being retained on top of the embankment and discharged with the other water at Station 1917. After the slopes have been seeded, which I trust will be done before next winter, this flow should probably be permitted to run directly off the pavement and down the slopes.

John C. Jenkins
Assistant Research Engineer

JCJ:ms

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1961

NOTED
W. C. WILLIAMS

SUBJECT:

To:

Mr. W. C. Williams
State Highway Engineer
Department

Yesterday Representative George Annala stopped me in the hall and indicated that he would like to talk to you and Mr. Cooper again concerning a drainage matter at Cascade Locks which I understand he previously discussed with you both.

I advised him that I was under the impression that you would not be back until May 2 but that I would give you a memo advising you of his desire to contact you early next week. It appears now the Legislature may be around here until the 5th or 6th.

R. B. Sipprell
Director of Permits

RBS:cl

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APR 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

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1958

March 17, 1961

Hon. George J. Annala
State Representative
House of Representatives
State Capitol Building
Salem, Oregon

Dear Mr. Annala:

At our conference on March 16, you requested a map which would, in a general way, depict the drainage situation in the Cascade Locks area.

I hand you herewith a map on which is indicated, to the best of our ability, the water courses under discussion. We have shown in green the original water course and in red the revised water course. The solid lines depict a fairly well defined channel and the dotted lines are an approximation only.

If you wish additional information, we shall be happy to supply it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Encl.

cc Senator Ben Musa

Mr. W. C. Williams

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MAR 3 1961
FOR FILING

FORM E-30 50M 7-60 20398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 2, 1961

SUBJECT: G. N. Minkoff Drainage Problem
Cascade Locks Section
Columbia River Highway

To:

MEMO TO THE FILES:

With reference to W. C. Williams letter to Mr. G. N. Minkoff, February 28, 1961, I find, after talking to Mr. Minkoff, that it is not feasable to proceed with the cleaning up and re-seeding work in his yard immediately. There are two reasons for this, one reason being that the proposed drainage installation to alleviate the silting and flooding of his property cannot be installed until approval from the Cascade Locks City Council has been received regarding the dumping of this water into the existing storm drain system.

The other reason stems from a telephone conversation with Mr. Minkoff this date. In this conversation he stated that he planned to put in a basement drain and drain field which would be in the area to be re-seeded, and that he also planned to level up the back yard, making use of the deposited silt. He has a small Oliver Tractor with dozer blade and plans to do the regrading of his yard himself. This work he will do together with the drain installation as soon as the weather permits. We will work closely with Mr. Minkoff and as soon as it is possible we will re-seed his yard and do what clean up is necessary.

It is Mr. Minkoff's request that we not do our share of the work until our proposed drainage is installed and he has had a chance to do his leveling work and drain installation.

Mr. Minkoff appears to be very cooperative and we will prosecute for our share of the work as soon as it is possible.

E S Hunter
E. S. HUNTER
Assistant Division Engineer

ESH:t
cc: F. Cooper ✓
T. Edwards
M. Stump
E. E. Johnston

RECEIVED
MAR 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 1961
FOR FILING

1958

February 28, 1961

Mr. G. N. Minkoff
Post Office Box 173
Cascade Locks, Oregon

Dear Mr. Minkoff:

Reference is made to your letter of February 1, 1961, in which you have apprised us of a drainage problem existing on the Cascade Locks Section of the Columbia River Highway, now under construction. We are extremely sorry that the silting problem has become as acute as you state. Our Division Engineer has examined the area and reports that construction safeguards on the grading project failed during a recent storm, which in turn diverted silt-laden water to your property and caused the damage. We are instructing our crews to proceed to do the necessary clean-up and reseeding work as soon as weather conditions allow.

We are also undertaking studies toward the end of alleviating this problem permanently. We expect to find a solution.

The second item discussed in your letter was the matter of the right-of-way settlement for the 2,000 square feet of your land taken. This matter was answered as completely as we are able to answer in our letter of July 18, 1960.

Our Division Engineer also reports that he has discussed the reduced valuation of your property made by the County Assessor with the individual who made the recent evaluation. He has informed us that his reduction was not due to the proximity of the freeway but due to an evaluation based on an internal inspection of the premises.

We will, as stated above, take care of the silting and drainage problem which has damaged your property. We are sorry, however, that we can offer no further settlement for the right of way acquired from you.

Very truly yours,

FBK:fp me

W. C. Williams
State Highway Engineer

cc Forrest Cooper
Tom Edwards
A. E. Johnson

Mr. Johnson: Please proceed with the clean-up and reseeding work at the earliest opportunity, using State forces.

PLEASE RETURN TO
FORREST COOPER

REFERRED TO
W.C. Williams
BY SECRETARY

Cascade Locks, Oregon
February 1, 1961

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We wrote a letter dated July 11, 1960 in regard to loss of property value, safety hazards and bad living conditions due to the proximity to the new interstate highway under construction at Cascade Locks, Oregon.

You replied by stating that it would be just a minor inconvenience until the construction was completed.

We are now greatly concerned with flooding problems which exists every time it rains. When the rainy season began last fall there was some mud and silt washed down the slope of the fill into our property, but with each succeeding rain the erosion is greater, more mud and rock is being washed down the slope nad settling in our lot, some of it has settled against the basement wall and approximately two feet of it is over the septic tank and dry wells; the wood shed in the lower part of the lot is flooded. I had built a dyke in front of the wood shed and hand dug a ditch around one side of the building in order to keep the water out and the fuel wood inside, but it did no good, this afternoon the shed was flooded. I would have to provide a shelter in another location in order to keep our heater wood dry. The existing flooding conditions will also pose a sanitation problem as the flow is directly over the dry well that is connected with the septic tank.

A block from here the contractor constructed a concrete wall to keep the dirt and water off of the street. All we have is a woven fence and that stops nothing.

Before the highway was put in, each home above us had it's own drainage system that led to the street drains. Also the timber and natural vegetation retained the water, and prevented the flooding of oue property. There has been no drainage facilities provided at this location for the new highway, and we believe that the flooding conditions will

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C

exist permanently. The fill is almost 40 feet high, that water definitely has to go somewhere, and we do not feel that it is our responsibility to construct or provide drainage facilities for the state highway, for drainage that will be there even after the highway is completed.

When the property was purchased from us it was misrepresented to us. The lines were moved after the property was purchased to a different angle, taking off all the frontage on the lot and the fence placed on an angle. We do not have the same value on our property now. On May 3, 1960 the county court recomputed the property and reduced the value by approximately 40%, attested by Hood River County assessor.

We feel that we definitely have a grievance against the State Highway Commission pertaining to this matter, and will appreciate it very much if some equitable adjustment can be made without going through court trial.

Yours Truly

G. N. Minkoff
Marie A. Minkoff

RECEIVED
FEB - 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 19 1960
FOR FILING

R

July 13, 1960

Mr. G. N. Minkoff
Post Office Box 173
Cascade Locks, Oregon

Dear Mr. Minkoff:

Reference is made to your letter of July 11 regarding certain problems having their origin in your proximity to the new interstate highway under construction at Cascade Locks.

I have been advised that the fill construction adjacent to your house has been substantially completed. Therefore, you should no longer be troubled by rocks rolling down the fill slope. I, of course, appreciate the discomfort you have experienced by reason of our construction activities adjacent to your place. We have exercised all possible care in this construction and will continue to do so. However, I am sure you are aware that modern construction activity with big equipment creates a lot of noise and apparent confusion. We certainly regret any distress that this might have caused you.

I do believe that you are unduly concerned with the situation that will exist after the highway has been completed. In matters of this nature, which you realize occur all over the state, our experience has been that when the facility is completed it is never quite as objectionable as the adjacent owners anticipate. As a safety measure, guardrail will be installed at the top of the slope to prevent cars leaving the roadway.

I have checked with the Right of Way Division regarding your settlement. The amount of $640 paid was for 2,000 square feet of land taken and for damages to your remaining property. This figure was arrived at by the normal appraisal process and took into consideration all items of damage, including proximity damages.

It appears that all legally compensable items of damage have been considered and paid in acquiring your property.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp ms
cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Walter T. Wright

REFERRED TO
Cooper
By State Highway Engineer

Construction - Proj.
Wright - File - Prop.

Cascade Locks, Oregon
July 11, 1960

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

This is in regard to the new highway construction through the city of Cascade Locks, Oregon. Due to the enormous fill adjacent to our house and property located on 3rd and Moody Street, Cascade Locks, Oregon, a very serious safety hazard has been created; rocks of various sizes continue to roll down the slope and beyond the right of way stakes. At approximately 11:30 AM July 1, 1960 one large rock of a size that would have demolished our basement if it had not been deflected, rolled down the bank and came to rest in our backyard. It was fortunate that it did no damage.

The Contractors are doing a very good job on this fill and have been very cautious and cooperative in clearing the rocks that fall, but it shows what a hazard it can be to people living in the house.

However, we feel greater concern over conditions that will exist after the highway is completed and in use. The roadbed seems so much closer in actuality than we were able to visualize at the time you purchased the right of way from us. The prospect of the constant roar of heavy traffic as well as the danger of accidents and cars hurtling down the bank at us has taken all the joy out of our living there. The close proximity of the fill has already impaired our television reception. Not only has it spoiled the place for us, it has also depreciated the valuation of our property to the extent that it will be impossible to sell and move elsewhere.

We are calling these circumstances to your attention so that some equitable adjustment can be made to compensate us for bad living conditions as well as loss of property value.

Very truly yours

RECEIVED
JUL 12 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1961
FOR FILING

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5639

February 28, 1961

Mr. McDon L. Bonta
City Recorder
City of Cascade Locks
Cascade Locks, Oregon

Dear Mr. Bonta:

In the construction of the Cascade Locks Section of the Columbia River Highway we have encountered a drainage problem located easterly of the highway in the vicinity of Station 1907 which we believe can be easily alleviated with the construction of a short run of eight-inch concrete pipe. A copy of a sketch map showing our proposal for alleviating this problem is enclosed.

The proposed solution involves connecting to a portion of the City's storm sewer located on 3rd Street and Moody Avenue. Our Division Engineer has discussed the matter with you, and there seems to be no objection from the capacity standpoint to this installation.

The Highway Department requests permission to make this installation and would appreciate it if you would take this matter up with the City Council and advise us of its reaction, which we hope will be favorable.

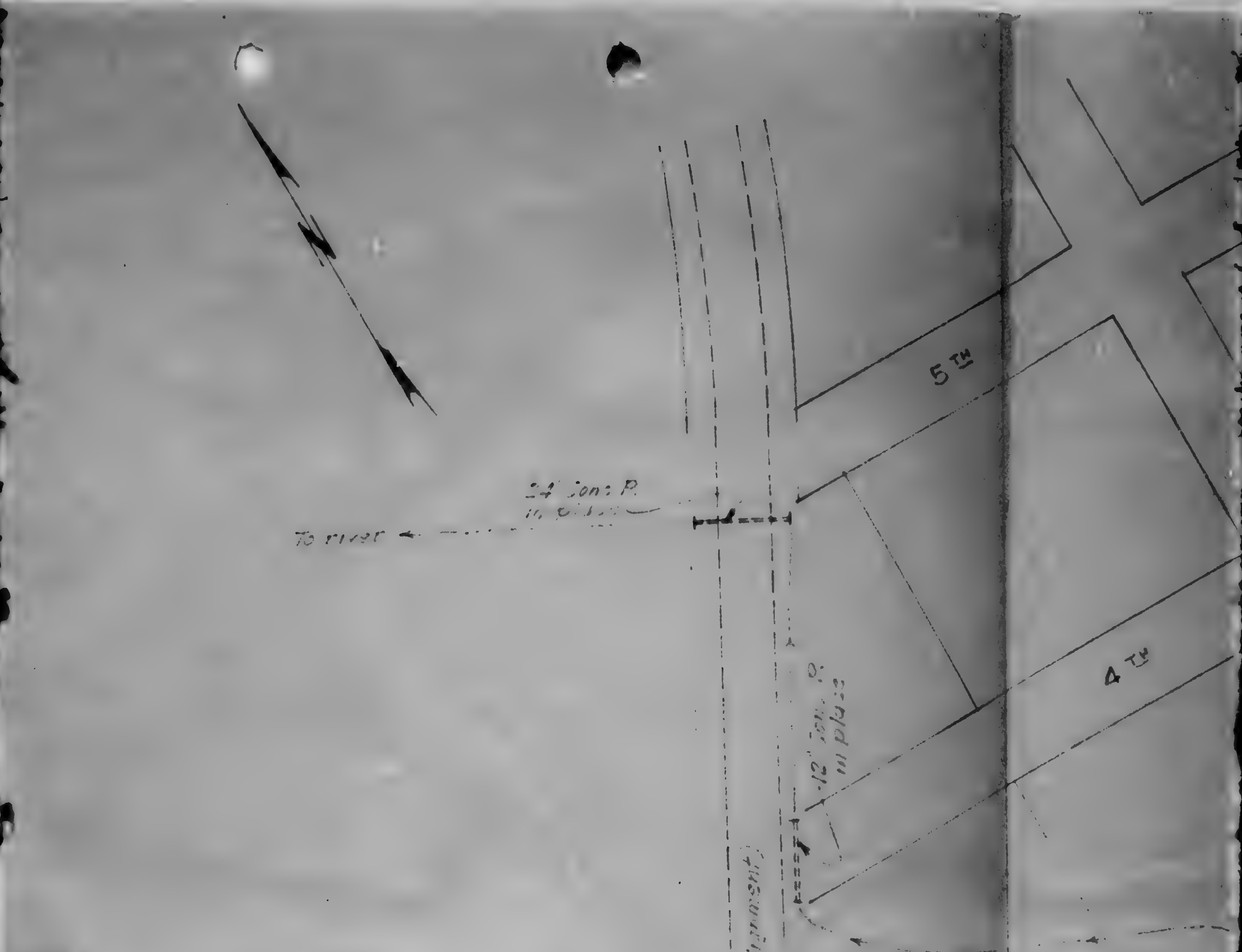
Very truly yours,

W. C. Williams
State Highway Engineer

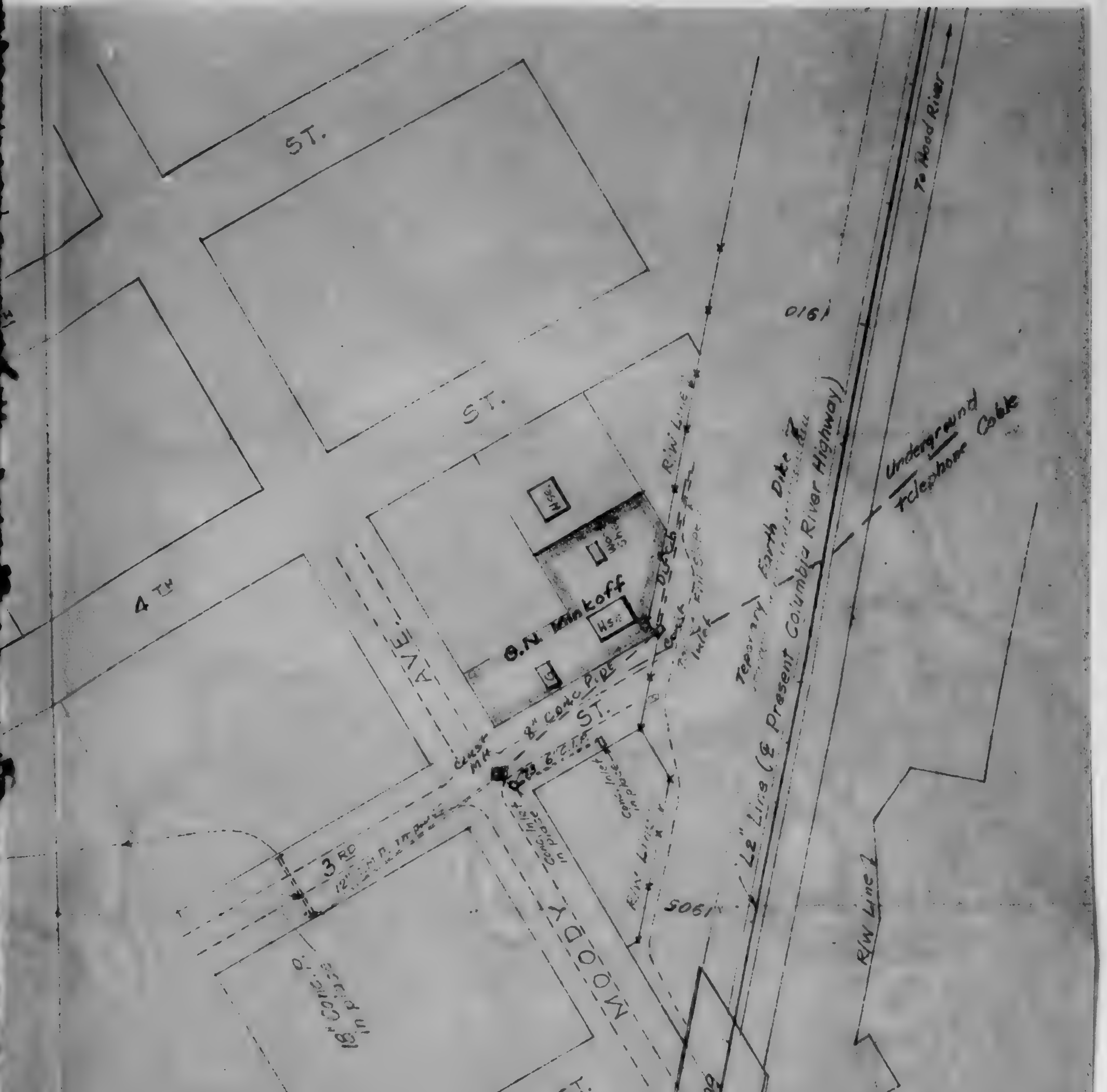
FBK:fp FC:fn me

Enclosure

cc Forrest Cooper
Tom Edwards
A. E. Johnson


5TH
4TH
24" Conc. P. in place
To river
12" Conc. P. in place
Old Columbia River Hwy. 1915 Alignment

SKETCH MAP
SHOWING
EXISTING DRAINAGE FACILITIES
VICINITY OF G.N. MINKOFF PROPERTY
Cascade Locks - Hood River County
Scale - 1" = 100'


ST.
ST.
4TH
AVE.
O.N. Kinkoff
Hse.
Hse.
G
8" Conc. Pipe
Const. MH
ST.
Conc. Inlet
Conc. Inlet in place
Conc. Inlet in place
3RD
12"
18" Conc. P. in place
MOODY
ST.
2ND
Ditch
R/W Line
R/W Line
1910
1905
Temporary Earth Dike
"L2" Line (℄ Present Columbia River Highway)
Underground Telephone Cable
To Hood River
R/W Line
To Bonneville
Overcrossing Structure

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FOR FILING

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5639

Cascade Locks

P

January 30, 1961

Hon. Lloyd C. Reinholdt, Mayor
City of Cascade Locks
Cascade Locks, Oregon

Dear Mayor Reinholdt:

Your letter of December 13, 1960 addressed to Mr. A. E. Johnson, Division Engineer, Oregon State Highway Department, has been referred to this office. You will recall that this letter concerned two problems in connection with the drainage of surface water in your city.

The first problem concerned the drainage at the site of the Union Pacific Railroad viaduct northwest of the school grounds. Field investigation shows that water is drained into this area from a storm sewer outfall and a 3 x 6 box culvert underneath the highway. This drainage pattern was in existence prior to 1935, and no change has been made since that time.

Dry Creek originally crossed the existing highway at the location of the 3 x 6 box culvert. During the construction of the Cascade Locks about 1890, Dry Creek was diverted from the natural channel to its present location about a mile east of this area. Subsequently, the access road to the Locks was constructed by filling in the original channel of Dry Creek and installing an 8-inch concrete pipe outfall to the Columbia River. This 8-inch pipe has become more and more inadequate as the City of Cascade Locks has been built up and more drainage water diverted to the area.

The State Highway Department cannot assume the liability of conditions such as this. We have provided adequate drainage through our highway facility into an old natural drainage channel.

The second drainage condition mentioned in your letter concerned the drainage under the old Columbia River Highway (now a county road) near Station 181. At this existing crossing of Dry Creek, there is a 2 x 6 box culvert and a double 30-inch concrete pipe. You state that the installation has now become inadequate due to the fact that our new construction in the area has (1) diverted water to Dry Creek, and (2) eliminated the beaver dam and natural storage area.

We have not added additional water to the Creek. However, we have reduced the natural storage area you mentioned, and this may have contributed to a faster runoff. We feel, however, that the installation is still adequate to carry the maximum runoffs. Nevertheless, we have instructed our field personnel to watch this condition during high water and, if the culvert installation causes trouble, to make recommendations for corrective measures.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me

cc Forrest Cooper
Tom Edwards
A. E. Johnson

CITY [illegible]

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NOV [illegible]

Mr. A. E. Johnson
Division Engineer
Oregon State Highway Dept.
9200 S. E. McLaughlin Blvd.
Portland, Oregon

Dear Mr. Johnson:

We wish to call your attention to a problem which has become acute to the City of Cascade Locks in the maintenance of its drainage facilities.

Since construction of the present Hiway 30, all drainage from the road has been diverted into a central area a few feet East of the [illegible] Store, from where the drainage flows under the Hiway, south, and empties into the area beneath the U. P. R. R. Co. viaduct. As a result, the City and Port Commission have had a constant problem during months of heavey run-off in keeping the drain beneath the viaduct open. Primarily, this drain is not of sufficient capacity to carry off the large volumes of water which have been diverted there. Often times, the drain is plugged with debris. This fact, together with the large volume of water, makes this road impassable for residents living in the area until the run-off slows down. Our street department spends numerous hours during these occasions, trying to keep the drain open.

Since construction of the new By-pass, a greater amount of drainage has been diverted to this area. Consequently, the situation has been worsened.

We feel that this is both a City and State problem, and are quite anxious to resolve it through cooperative effort.

Another problem has arisen on the old Columbia River Hiway where Dry Creek flows under the road through a cement culvert. Before construction of the By-pass, and during the spring run-off, this culvert was unable to handle the volume of water, and only through efforts of residents in the area, who maintain a constant watch, have we been able to keep trash and debris moving so that the area does not become flooded.

Since construction of the By-pass, and the diversion of additional drainage into the creek, the problem is even greater. During the Thanksgiving rain storm, near flood conditions existed in this area. We wonder what will occur during the spring run-off. The beaver dam, which is now the

increased runoff rate

Klabe

Hwy 7

site of the East interchange, served as storage for some of the run-off. There is nothing to stop the water now. We can't help but feel that serious property damage will occur when the spring run-off begins. We feel that the department should give this matter immediate attention.

These matters were discussed at a meeting of City, Port, County School, and Highway officials on Tuesday, December 6, 1960 at the City Hall. At your request, we are submitting this problem by letter for further consideration and disposition by the department. Your cooperation in this matter will be greatly appreciated.

Very truly yours,

CITY OF CASCADE LOCKS

BY

Lloyd C. Reinholdt
Mayor

cc: Harry Cramblett, Sec.
Port Commission

Donald K. Shelton, Supt.
Hood River County School Unit

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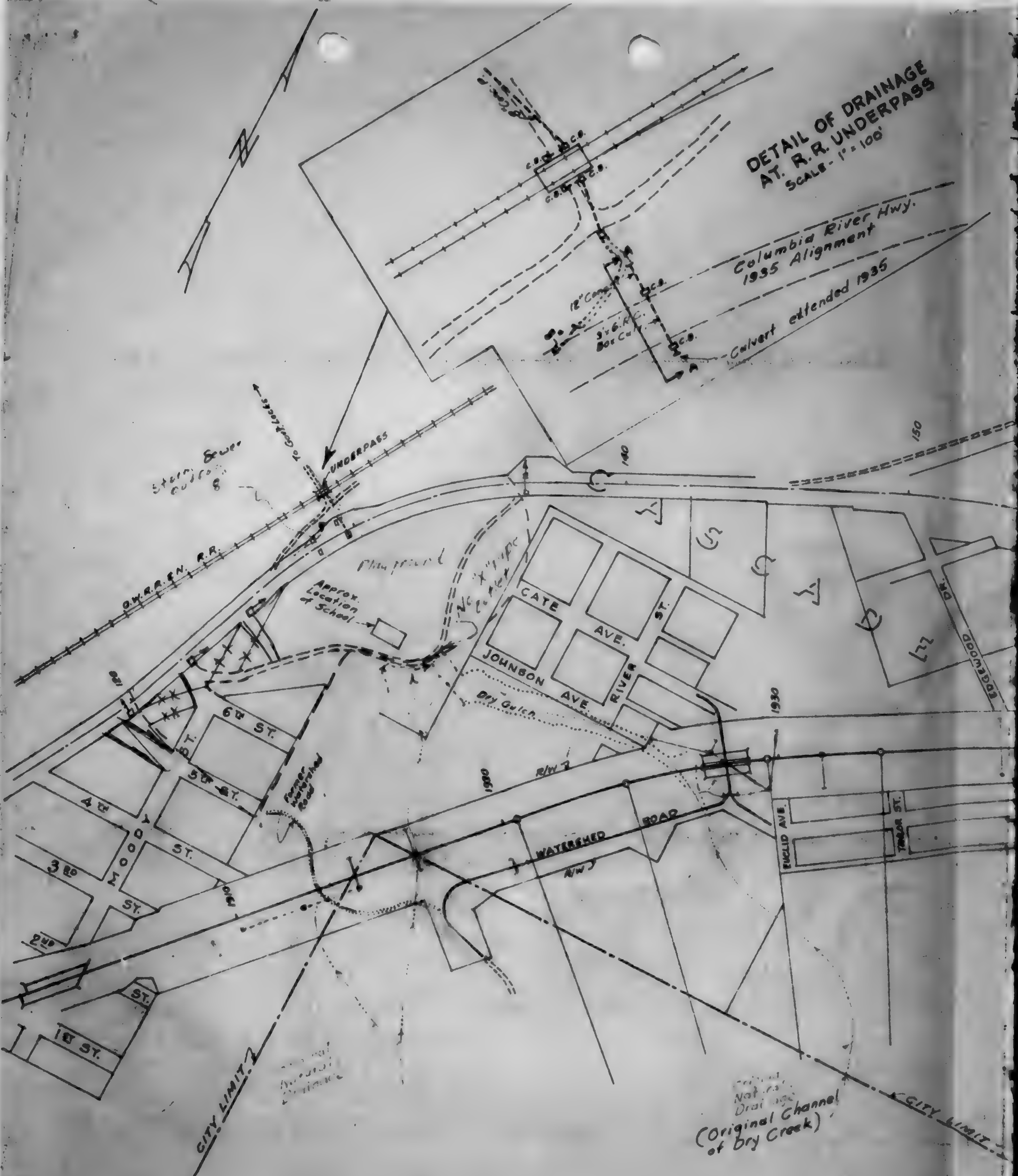
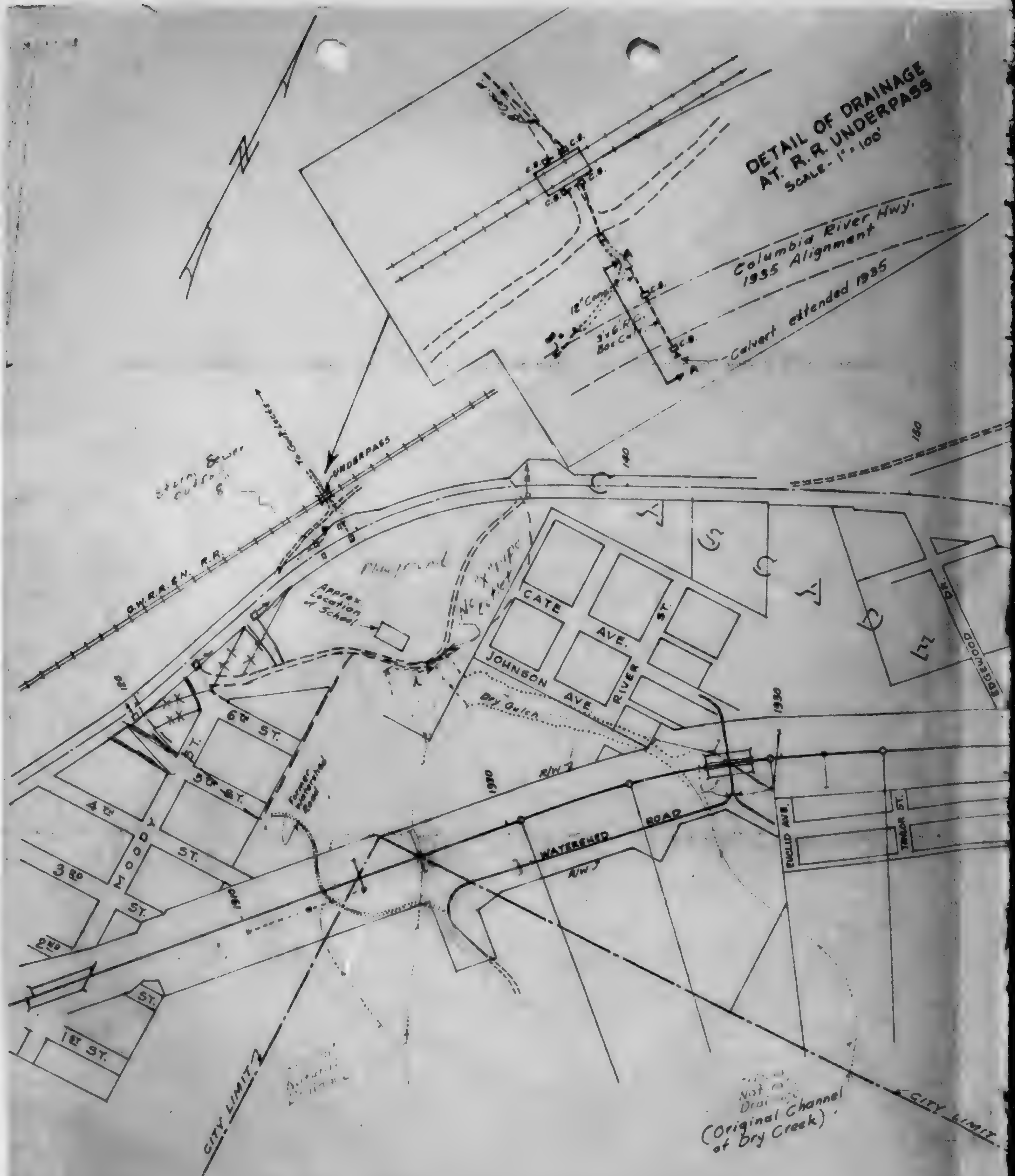
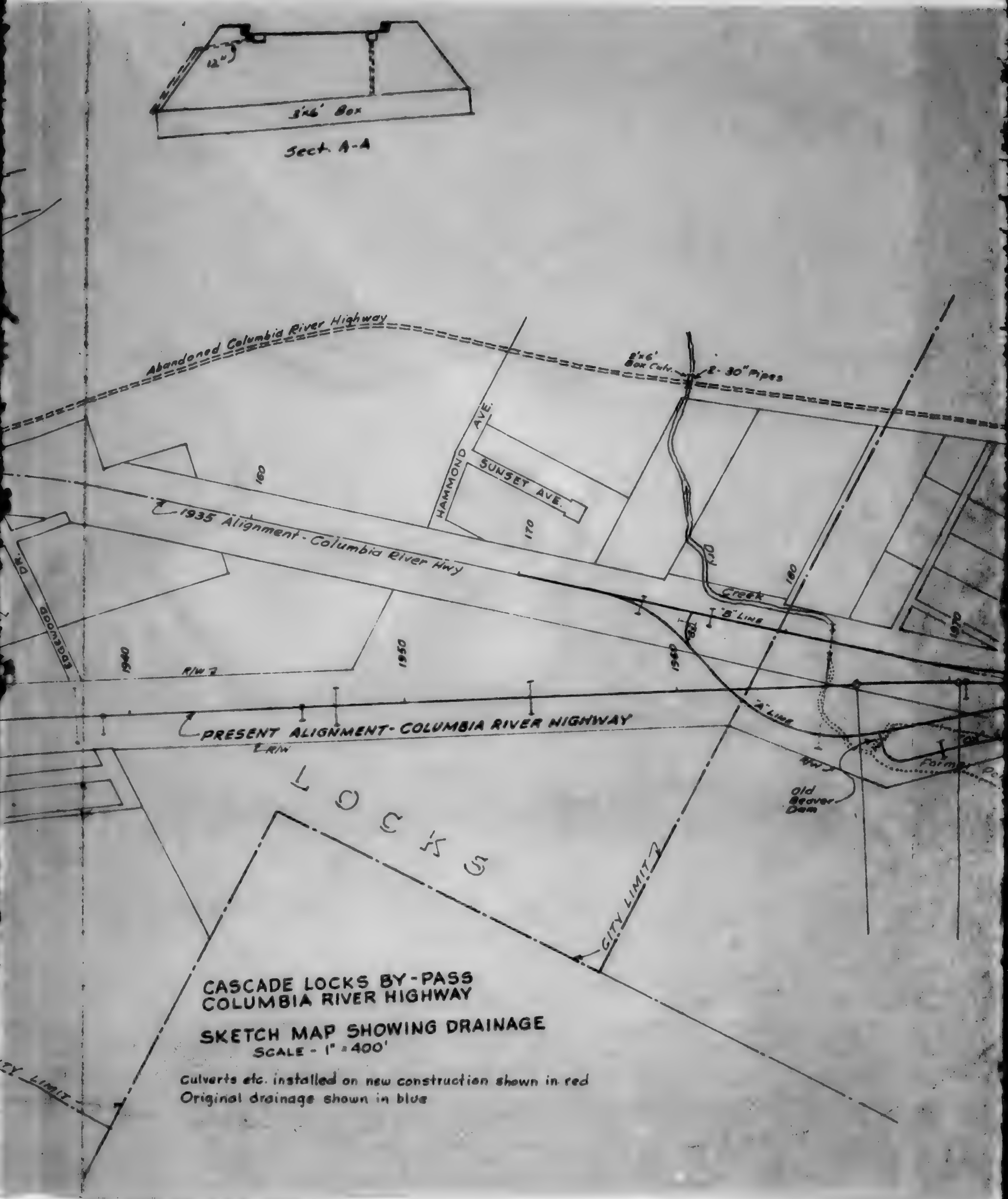
DEC 14 1960
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1


DETAIL OF DRAINAGE
AT. R.R. UNDERPASS
SCALE - 1" = 100'
C.O.
C.O.
C.O.
C.O.
Columbia River Hwy.
1935 Alignment
12" Conc.
5' x 6' R.C.
Box Culv.
C.O.
C.O.
Culvert extended 1935
Calvert
150
140
N
To Cascade Locks
UNDERPASS
Storm Sewer
Outfall
O.W.R.R. & N. R.R.
Playground
No. 4 Pipe
Outlet
Approx.
Location
of School
CATE
AVE.
ST.
JOHNSON
AVE.
RIVER
Dry Gulch
6th ST.
5th ST.
4th
ST.
3RD
MOODY
ST.
2ND
ST.
1st ST.
Former
Watershed
Road
R/W
WATERSHED
ROAD
R/W
1930
1930
1930
130
EUCLID AVE.
TABOR ST.
EDGEWOOD
DR.
CITY LIMIT
Original
Natural
Drainage
(Original Channel
of Dry Creek)
CITY LIMIT

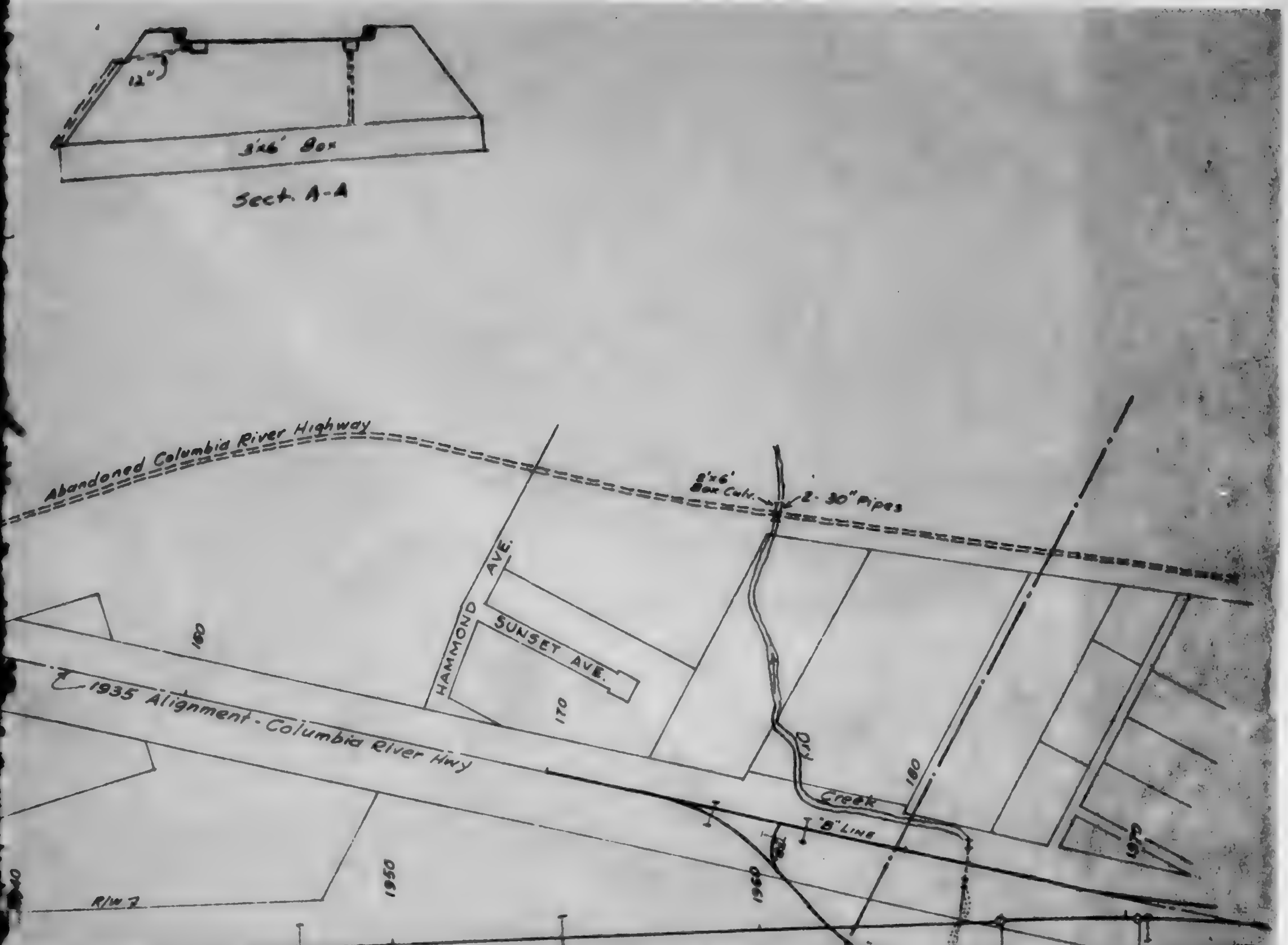

DETAIL OF DRAINAGE
AT R.R. UNDERPASS
SCALE - 1" = 100'
N
C.B.
Columbia River Hwy.
1935 Alignment
12" Conc.
3'x6' R.C.
Box Cul.
Calvert extended 1935
A
UNDERPASS
To Cascade Locks
Storm Sewer
Outlet
O.W.R.R.&N. R.R.
Playground
Approx.
Location
of School
CATE AVE.
JOHNSON AVE.
RIVER ST.
Dry Gulch
6th ST.
5th ST.
4th
3rd
2nd
1st ST.
ST.
MOODY ST.
Former
Watershed
Road
WATERSHED ROAD
R/W
EUCLID AVE.
TAYLOR ST.
EDGEWOOD DR.
CASCADE
140
150
180
1900
1930
CITY LIMIT
Natural
Drainage
Natural
Drainage
(Original Channel
of Dry Creek)


12"
3'x6' Box
Sect. A-A
Abandoned Columbia River Highway
8'x6' Box Culv.
2- 30" Pipes
HAMMOND AVE.
SUNSET AVE.
160
170
180
Dry Creek
1935 Alignment - Columbia River Hwy
"B" Line
"A" Line
1940
1950
1960
1970
R/W
PRESENT ALIGNMENT - COLUMBIA RIVER HIGHWAY
R/W
EDGEWOOD DR.
LOCKS
Old Beaver Dam
Former Po
CITY LIMIT
CITY LIMIT

CASCADE LOCKS BY-PASS
COLUMBIA RIVER HIGHWAY

SKETCH MAP SHOWING DRAINAGE
SCALE - 1" = 400'

Culverts etc. installed on new construction shown in red
Original drainage shown in blue


12"
3'x6' Box
Sect. A-A
Abandoned Columbia River Highway
3'x6' Box Culv.
2 - 30" Pipes
HAMMOND AVE.
SUNSET AVE.
180
170
1935 Alignment - Columbia River Hwy
Dry
Creek
180
"B" LINE
1950
1960
R/W
"A" LINE
PRESENT ALIGNMENT - COLUMBIA RIVER HIGHWAY
R/W
R/W
Former Pond
Old Beaver Dam
LOCKS
CITY LIMIT

CASCADE LOCKS BY-PASS
COLUMBIA RIVER HIGHWAY

SKETCH MAP SHOWING DRAINAGE
SCALE - 1" = 400'

Culverts etc. installed on new construction shown in red
Original drainage shown in blue

RECEIVED
JAN 31 1961
FOR FILING

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5639

[illegible] Locks

Cross Referenced To:
Maint
Drainage
Cascade Locks

January 30, 1961

Mr. Donald K. Shelton, Superintendent
Hood River County School District
Post Office Box 418
Hood River, Oregon

Dear Mr. Shelton:

Your letter of December 9 addressed to A. E. Johnson, our Division Engineer, concerning a problem of surface drainage in the vicinity of your school in Cascade Locks, has been referred to this office. Our files show that the same subject was investigated by us in February 1960 and that you were informed that the situation has been created by others than the Highway Department and is not the responsibility of the Highway Department.

Prior to 1890, Dry Creek passed through the school grounds to the location of a 3 x 6 box culvert under the old wagon road. This box culvert is still in existence under the present Columbia River Highway.

In 1890, someone (presumably the Army Engineers) diverted Dry Creek to a new channel which crosses the Columbia River Highway about a mile east of the original crossing. Subsequent to this diversion of a natural drainage, the channel itself was blocked by the construction of a street and your school yard.

This is an old problem being aggravated by the development of home sites, schools, et cetera. Construction of the new highway will not nor has not increased the drainage area. It may be that the time of concentration of runoff has been slightly altered, but we believe the highway construction has had much less effect than other City developments.

We can only answer your recent letter with the same statement made in our letter of February 11, 1960—that we do not believe the drainage problem here is the responsibility of the State Highway Department.

Very truly yours,

FBK:fp me

W. C. Williams
State Highway Engineer

cc Forrest Cooper
Tom Edwards
A. E. Johnson

DONALD K. SHELTON
DISTRICT SUPERINTENDENT

WM. J. TOBIN
SUPERVISOR

[illegible] SHELDRAKE
DISTRICT CLERK

Hood River County School District
P. O. [illegible]
HOOD RIVER

NOTED

December [illegible]

Mr. A. E. Johnson
Division of Engineers
9200 S. E. McLaughlin Blvd.
Portland, Oregon

Dear Mr. Johnson:

We wish to refer to you and the State Highway Department, our problem of surface drainage water at the Cascade Locks School site.

We previously contacted members of your department in our letter of January 12, 1960, and we have received an interdepartment memo directed from Mr. Earl F. Saling to Mr. Tom Edwards, and a letter from Mr. Edwards, dated February 11, 1960, in which it is the policy of the Highway Department to maintain all existing drainage channels and not shift drainage from one channel to another. We realize that there is a ravine to the south of the school site at a higher elevation than the present site. However, it is our understanding that, while that was a natural drainage area originally, water was diverted from that ravine into "dry creek" in 1890, in order that gravel could be taken by the army engineers for the construction of the canal locks. This diverted drainage area was in existence from that time until 1947, the year that the school was constructed, and has continued to be so until the construction of the recent highway by-pass at Cascade Locks. At the time the school was constructed, no water problem existed. Current highway department policy of reconstructing this a natural drainage area ? and diverting extra water into this area has constituted a new drainage problem for the school properties.

We feel that you would be interested in the problem with the understanding of these additional facts regarding this area. We will appreciate it, if you will inform us as to how your department will help remedy this problem.

Sincerely yours,

Donald K Shelton
Donald K. Shelton
Superintendent

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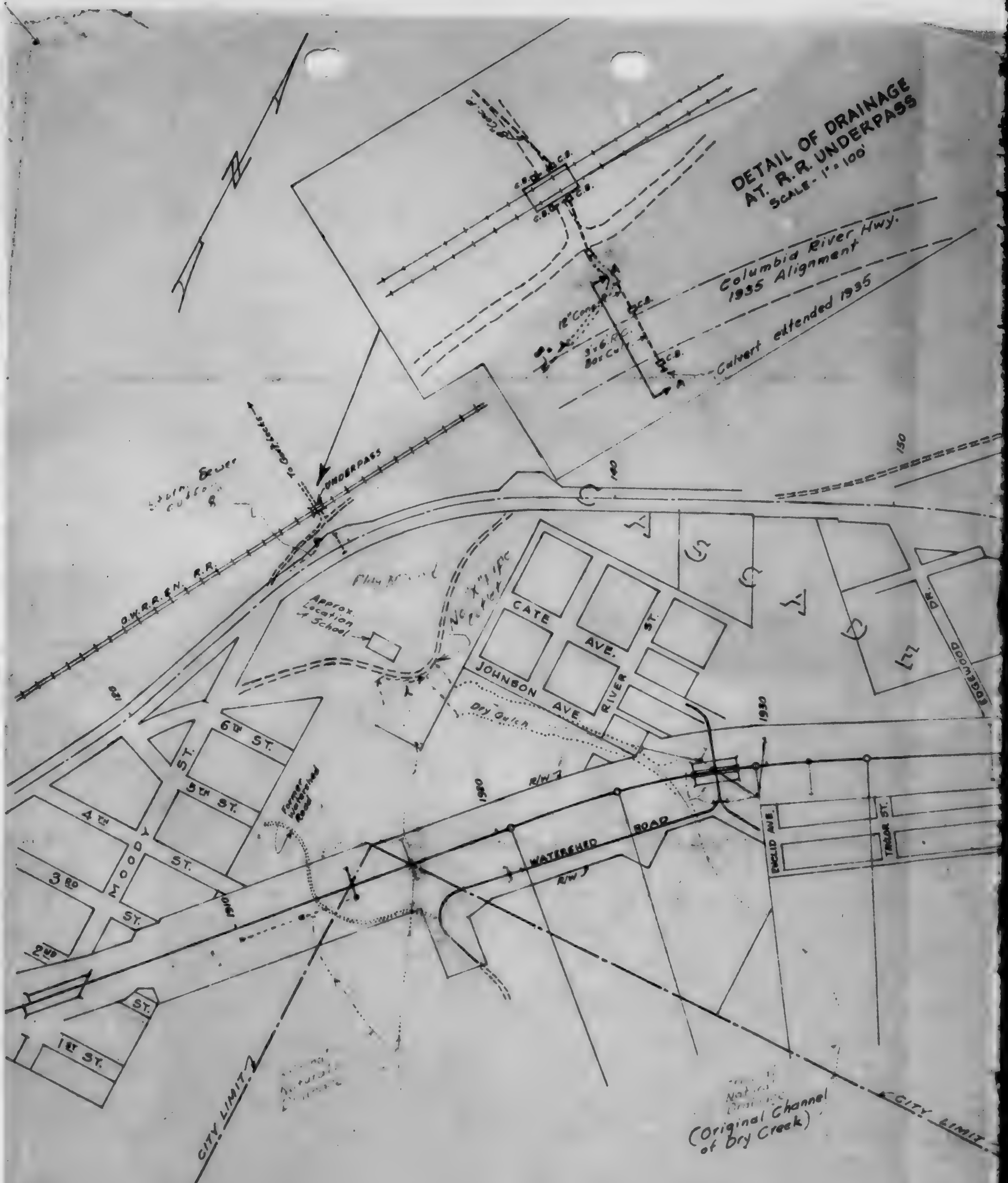
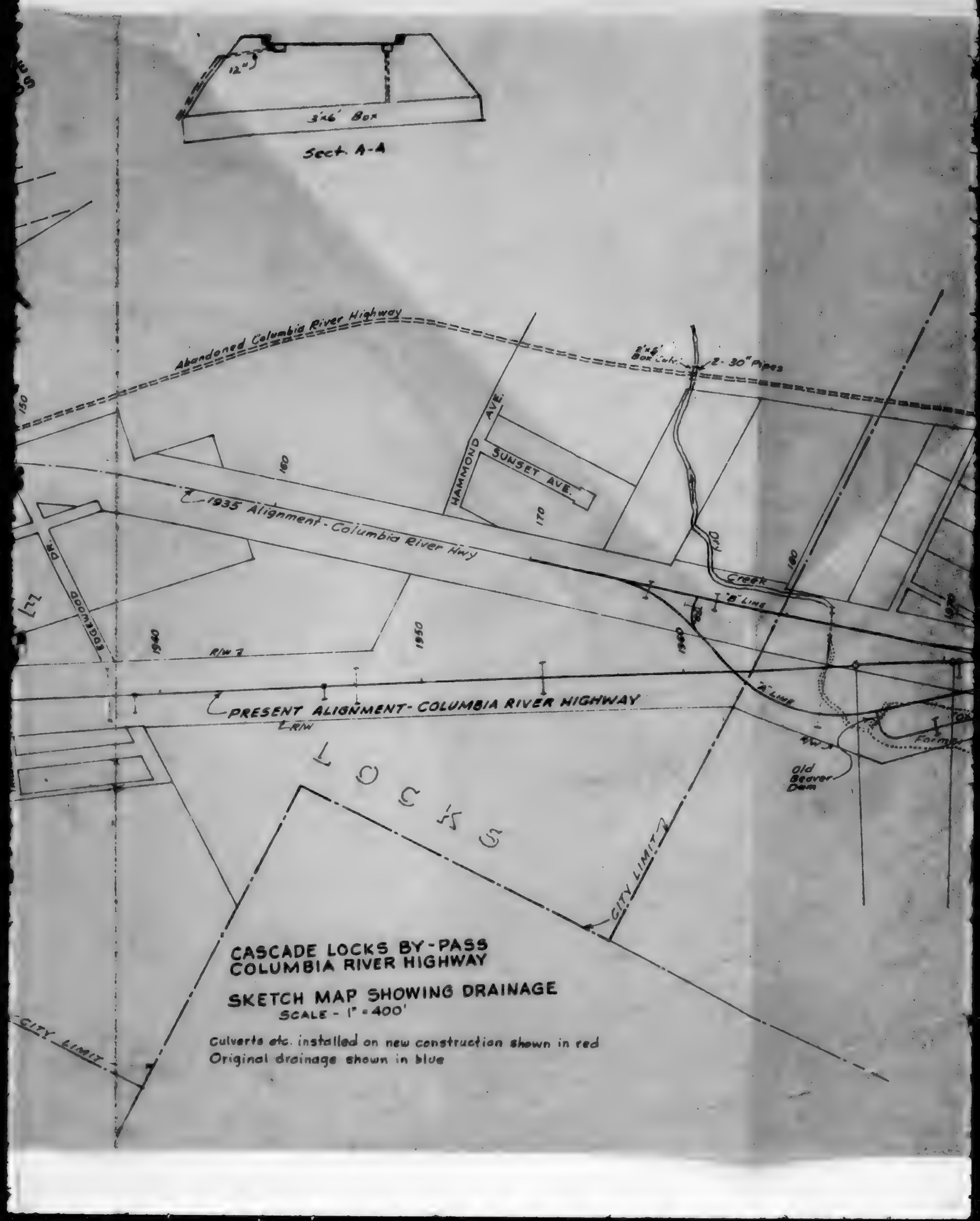
DEC 12 1960
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

DKS:lg
cc: [illegible], Chairman
School Board [illegible]


DETAIL OF DRAINAGE
AT. R.R. UNDERPASS
SCALE - 1" = 100'
C.B.
Columbia River Hwy.
1935 Alignment
Calvert extended 1935
18" Conc.
3' x 6' R.C. Box Culv.
A
UNDERPASS
Sewer
O.W.R.R. & N. R.R.
Approx. Location of School
CATE AVE.
JOHNSON AVE.
RIVER ST.
Dry Gulch
6th ST.
5th ST.
4th ST.
3rd ST.
2nd ST.
1st ST.
WOOD ST.
Former Watershed Road
R/W
WATERSHED ROAD
EUCLID AVE.
TAYLOR ST.
EDGEWOOD DR.
150
180
1930
1910
CITY LIMIT
Natural Drainage
(Original Channel of Dry Creek)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3'x6' Box
Sect. A-A
Abandoned Columbia River Highway
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3'x6' Box Culv.
2 - 30" Pipes
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SUNSET AVE.
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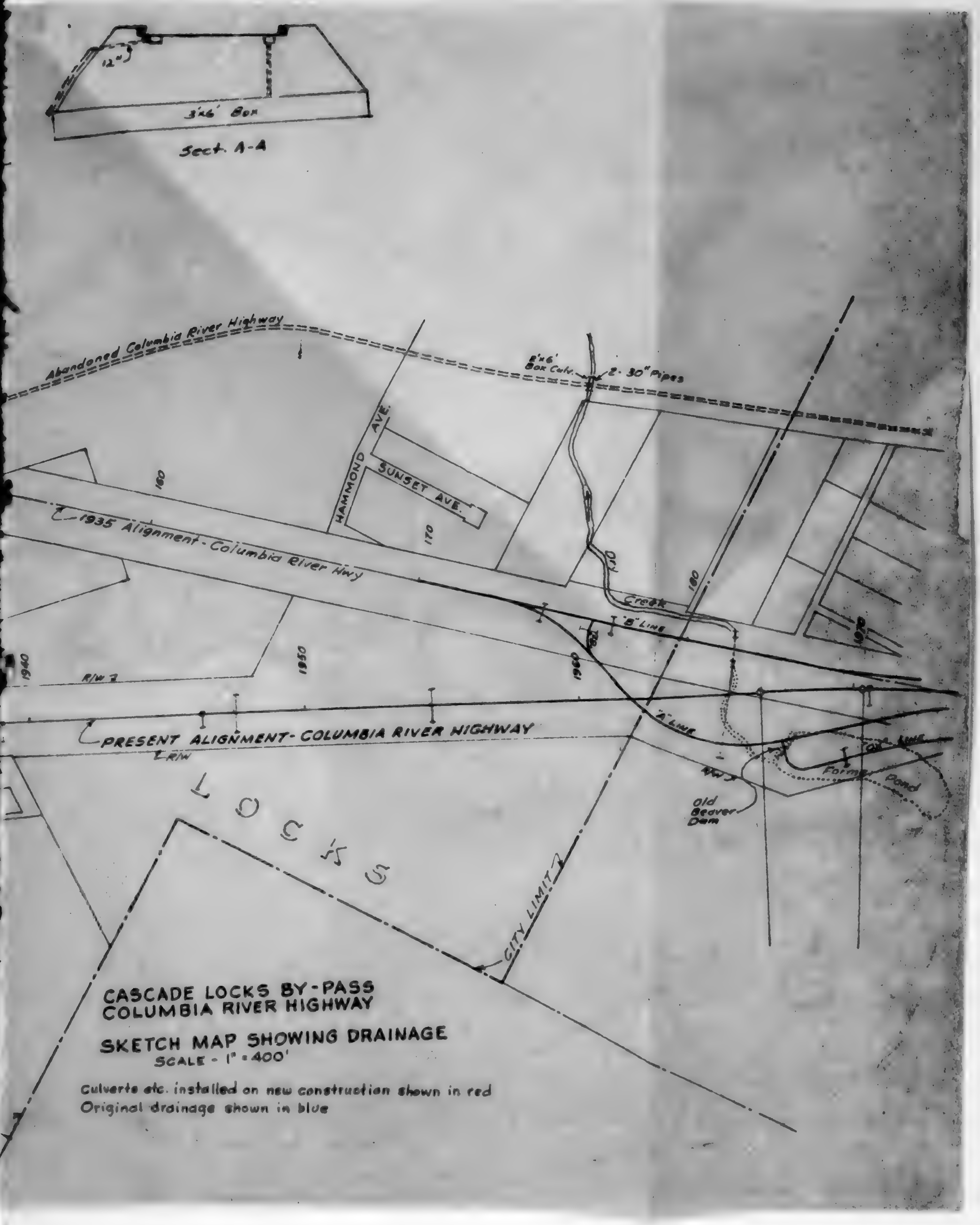
170
180
1935 Alignment - Columbia River Hwy
Creek
"B" Line
"A" Line
EDGEWOOD DR.
1940
1950
1960
R/W
PRESENT ALIGNMENT - COLUMBIA RIVER HIGHWAY
R/W
LOCKS
CITY LIMIT
CITY LIMIT
Old Beaver Dam
Former

CASCADE LOCKS BY-PASS
COLUMBIA RIVER HIGHWAY

SKETCH MAP SHOWING DRAINAGE
SCALE - 1" = 400'

Culverts etc. installed on new construction shown in red
Original drainage shown in blue


12"
3'x6' Box
Sect. A-A
Abandoned Columbia River Highway
3'x6' Box Culv.
2 - 30" Pipes
HAMMOND AVE.
SUNSET AVE.
160
170
180
190
1935 Alignment - Columbia River Hwy
Old Creek
"B" Line
1940
1950
1960
R/W
"A" Line
PRESENT ALIGNMENT - COLUMBIA RIVER HIGHWAY
R/W
"C" Line
Former Pond
Old Beaver Dam
LOCKS
CITY LIMIT

CASCADE LOCKS BY-PASS
COLUMBIA RIVER HIGHWAY

SKETCH MAP SHOWING DRAINAGE
SCALE - 1" = 400'

Culverts etc. installed on new construction shown in red
Original drainage shown in blue

RECEIVED
OCT [illegible] 1960
FOR FILING
1-80N-2(11)41

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

October 6, 1960

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-2(11)41
Cascade Locks Section, Columbia River Highway
Order for Extra Work No. 3

The work proposed under this Extra Work Order was discussed by a representative of your Construction Department and the Bureau of Public Roads area engineer. It was agreed then that the work would have to be performed with or without Federal participation.

As indicated in our letter of September 30, relating to the Homestead-Rock Point Project I-5-1(19)44, it is not our policy to participate in work involving the correction of field errors over which this office has no control. All copies of the order are returned herewith.

Attachments

Original
Porter

NOTED

RECEIVED
OCT 5 - 1960
FOR FILING
1-80N-2(11)41
5639

October 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the removal of excess material at bridge ends on the Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5639, in connection with Federal Aid Project No. I-80N-2(11)41.

This work is necessary to establish correct grades for the Moody Street structure. It has been verbally approved by the BPR Area Engineer.

Due to the necessity of removing the excess material so construction can proceed the work was ordered to start September 27, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By JAH

R. L. Porter
Office Engineer

DBP:jb
Enc.

Great American Group
Insurance Companies
New York

COPY TO ____________________

RECEIVED
OCT 7 1960
FOR FILING

1-40N-2 (11) 4

REFERRED TO Cooper

October 3, 1960

City of Cascade Locks
Cascade Locks, Oregon

Attention: McDon L. Bonta, Recorder

Gentlemen:

Copies of your letters of September 21, 1960, addressed to the C. R. O'Neil Construction Co. and to the Oregon State Highway Department, have been forwarded to this office. As you are doubtless aware, Mr. O'Neil is a competent, conscientious and financially responsible contractor, and is a man in whom we have the utmost confidence. We are certain that he will discharge any legal obligations he has toward your City or any other claimant who may have suffered damage as a result of his operation.

Insofar as this writer is aware, all existing claims have either been satisfied or are in the process of adjustment. You may rest well assured that we will treat all persons concerned with the utmost fairness.

Yours very truly,

W. H. Gardner
Claims Supervisor

WHG/lb
cc: C. R. O'Neil
cc: W. C. Williams, Engineer
Oregon State Hiway Commission

RECEIVED
OCT 4 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED

PAC. 335

RECEIVED
OCT [illegible]
FOR FILING

[illegible]

5639

1833

September 30, 1960

Mr. McDon L. Bonta
Recorder
City of Cascade Locks
Cascade Locks, Oregon

Dear Mr. Bonta:

Reference is made to your letter of September 21 concerning property damage in connection with the blasting operation on the Cascade Locks Bypass Section of the Columbia River Highway.

We have been informed by Division Engineer A. E. Johnson that some rocks have hit houses in the immediate area of the project and also that there has been minor damage to a city street due to this operation. These items are, of course, the obligation of the contractor to settle. Your letter indicates that he has, in fact, turned the claims over to his insurance carrier for settlement and I feel certain that they will eventually be settled.

Very truly yours,

W. C. Williams
State Highway Engineer

Mr. Forrest Cooper
cc: Mr. Tom Edwards
Mr. A. E. Johnson
Mr. Floyd Query - with copy of letter
FBK:fp ms

MUNICIPAL - OWNED - WATER, - LIGHT - AND POWER

PLEASE RETURN TO
FORREST COOPER

City of Cascade Locks
Cascade Locks, Oregon

Sept. 21, 1960

REFERRED TO
Cooper
State Highway Engineer

Oregon State Highway Department
401 State Highway Building
Salem, Oregon

ATTENTION: Mr. W. C. Williams, Engineer Re: Cascade Locks By-Pass Blasting

Gentlemen:

We wish to call your attention to rather extensive, but minor property damage which has come about as a result of blasting in the City on construction of the Cascade Locks By-pass section of the Columbia River Highway.

Claims from residents affected have been placed with the O'Neil Construction Co., who in turn has turned them over to his insurance carrier. We feel certain that satisfactory adjustment will be made on all claims. However, in the interest of our citizens, we wish to have this matter formally presented to the Department so that they will have full knowledge of the situation, as we know you will want to see that proper restitution is made before this project is brought to its conclusion.

Thanking you for your attention to this matter, we remain,

Sincerely yours,

CITY OF CASCADE LOCKS

BY McDon L. Bonta
McDon L. Bonta
Recorder

Copies:
Mayor L. C. Reinholdt
C. R. O'Neil
Vawter Parker

RECEIVED
SEP 23 1960
OREGON
STATE HIGHWAY COMMISSION

Edw.
draft
[illegible]

Sept. 21, 1960

C. R. O'Neil Construction Co.
Rt. 2, Box 95
Creswell, Oregon

ATTENTION: Mr. O'Neil.

Gentlemen:

We wish to call your attention to damages to Second Street, City of Cascade Locks, due to flying rocks during blasting operations, and further damage to the street as a result of moving heavy construction equipment over the street during construction of the Cascade Locks By-Pass of the Columbia River Highway.

It would be appreciated if you would state your intentions to the City as to repair and restoration of this street to its former condition.

Trusting to hear from you soon, we remain,

Sincerely yours,

CITY OF CASCADE LOCKS

BY____________________________
McDon L. Bonta
Recorder

Copies:
Mayor L. C. Reinholdt
State Highway Department
Vawter Parker

A

RECEIVED
JUL 29 1960
FOR FILING

I-80N-2(11)41

5639

July 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide removal and correction on the Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5639, in connection with Federal Aid Project No. I-80N-2(11)41.

This is a portion of the slide correction anticipated in the contract. The pipe required will be placed under contract item. Where required for slope protection, rock from excavation, location "B", will be used. The pit run material will be used to cover the drainage pipe where other material is not available and in lieu of the higher priced contract material.

This has been verbally approved by the BPR Area Engineer. Your early consideration of this order is requested. As an emergency measure to continue construction, the field is being instructed to proceed with this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Enc.

RECEIVED
JUL [illegible] 1960
FOR FILING

A

I 80N-2(11)41

July 27, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5639

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-2(11)41
Cascade Locks Section, Columbia River Highway
Total estimated cost $6,000
Federal participation $5,400

Reference is made to your letter dated July 13, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter

NOTED

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

July 25, 1960

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Pipe Line Permit #5060
City of Cascade Locks
Project I-80N-2(11)41

Dear Sir:

Attached are three identical copies of a pipe line permit we propose to issue to the City of Cascade Locks covering a 6" water main crossing under Interstate Highway 80-N (Columbia River Highway) at Mile Post 42.30, Station 1916+80.

You will notice that certain general provisions of the permit which pertain to future relocation requirements and costs of the pipe line have been struck out and a clause inserted which obligates the State to pay such costs if the relocation of the pipe is required by them. This was insisted upon by the City and, in view of present legal difficulties and future litigation with the City, was accepted by our Legal Division inasmuch as the standard agreements between the State and Cities involving highway construction work within the Cities specifies the State shall bear the costs of locating the Cities utilities.

If the permit as prepared meets with your approval, will you please so indicate on the executed copy and return same to this office for our files. The two conformed copies of the permit are intended for your use.

Very truly yours,

R. B. Sipprell
Director of Permits

By

VOIDED
P. M. STEPHENSON

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls. 3

cc: Mr. P. M. Stephenson
Mr. L. I. Lindas
Mr. R. E. Johnson
Mr. Clarence Swensen
Mr. Earl Saling
Mr. E. L. Johnston

RECEIVED
JUL 26 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1960
FOR FILING
I 80N 2(11)41
5639

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

July 22, 1960

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-2(11)41, Cascade Locks Section, Columbia River Highway, Price Agreement No. 1

Reference is made to your letter dated July 19, 1960. It is noted that at your agreed unit price of $700 per acre, the 0.16 acre involved, as far as Federal participation is concerned, will amount to only $112. Such a small amount seems insufficient to warrant processing by State and Bureau personnel.

If it is your desire to press for reimbursement, it will be necessary to support the agreed unit price with a cost analysis before we can take further action.

Orig. to State
Copy

A

RECEIVED
JUL 14 1960
FOR FILING

I-80N-2(11)41

5637

July 13, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 224-234, covering seeding and mulching on the Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5637, in connection with Federal Aid Project No. I-80N-2(11)41.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $6,000.00, with Federal participation of $5,400.00

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 1960
FOR FILING

I-80N-2-(11) 41

5639

June 13, 1960

Mr. Vawter Parker
Parker & Abraham
Attorneys at Law
305 Third Street
Hood River, Oregon

Dear Mr. Parker:

Reference is made to your letter of June 7 concerning the proposed grades for the new Watershed Road being constructed on the Cascade Locks Section of the Columbia River Highway.

I am enclosing one copy each of Sheets 3, 4, and 5A of the construction plans for this section. The proposed Watershed Road is shown shaded in purple from its connection with the existing Watershed Road to its connection with the proposed location of Hazel Street. On Sheet 5A, also shaded in purple, is the proposed grade of Watershed Road. You will note that it is 8.37 per cent, only very slightly more than the 8 per cent mentioned in your letter.

The proposed new Hazel Street road is shown shaded in red on Sheet 4. Sheet 5A also contains the grade of this new Hazel Street road, also shaded in red. Please note that it is less than 3 per cent.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc City of Cascade Locks

Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson
Mr. M. M. Stump

FBK:fp fn

PARKER & ABRAHAM
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON

VAWTER PARKER
KENNETH M. ABRAHAM

[redacted]
PHONE EV. 6-1411

3008

June 7, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Cascade Locks Section
Columbia River Highway

Attention Tom Edwards
Construction Engineer

Dear Mr. Edwards:

During the summer of 1959, when Mr. Ayers and Mr. Swinson of the State Highway Department were working with the City of Cascade Locks, it was the opinion of the City officials with Mr. Swinson and Mr. Ayers that the watershed road was too steep in that it called for a grade of 11.0 per cent grade on the original and on Sheet #6 which was furnished to them under date of July 28, 1959, there was placed thereon a road having a longer curve so as to reduce the grade. This was inserted on the map with a red line. The point referred to is on the North line of the Northwest quarter of the Southeast quarter of Section 12, Township 2 North, Range 7, E.W.M. at a point approximately at right angles and Southeast of Station 1918.

On the examination of Sheet #3 of PLANS FOR PROPOSED PROJECT GRADING, CASCADE LOCKS SECTION, COLUMBIA RIVER HIGHWAY, dated March 29, 1960, this road appears to be in the former location, and no change for the reduced grade would be available.

Would you please check and advise the City of Cascade Locks if the grade will be maintained at eight (8) per cent. or less.

Very truly yours,

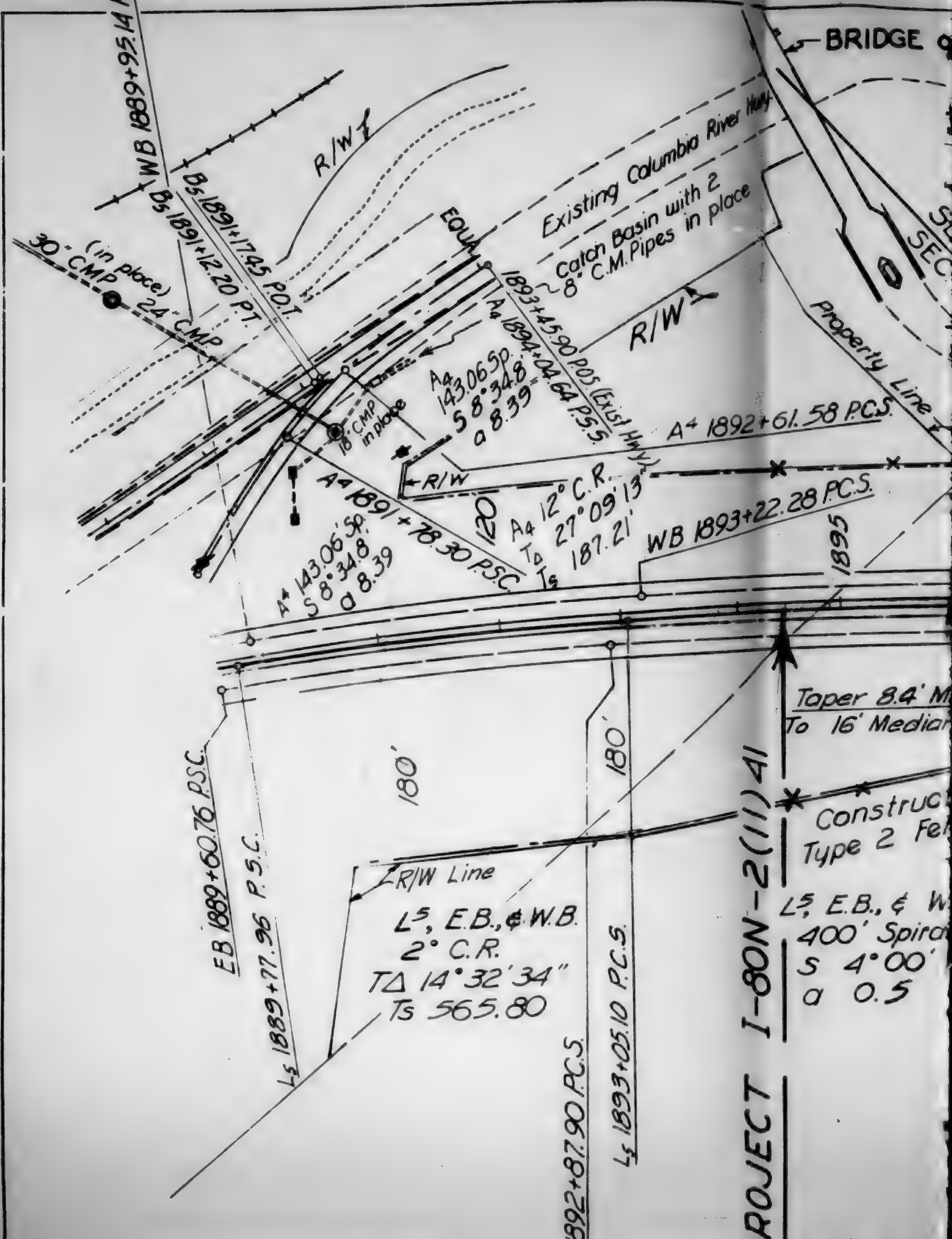
Vawter Parker

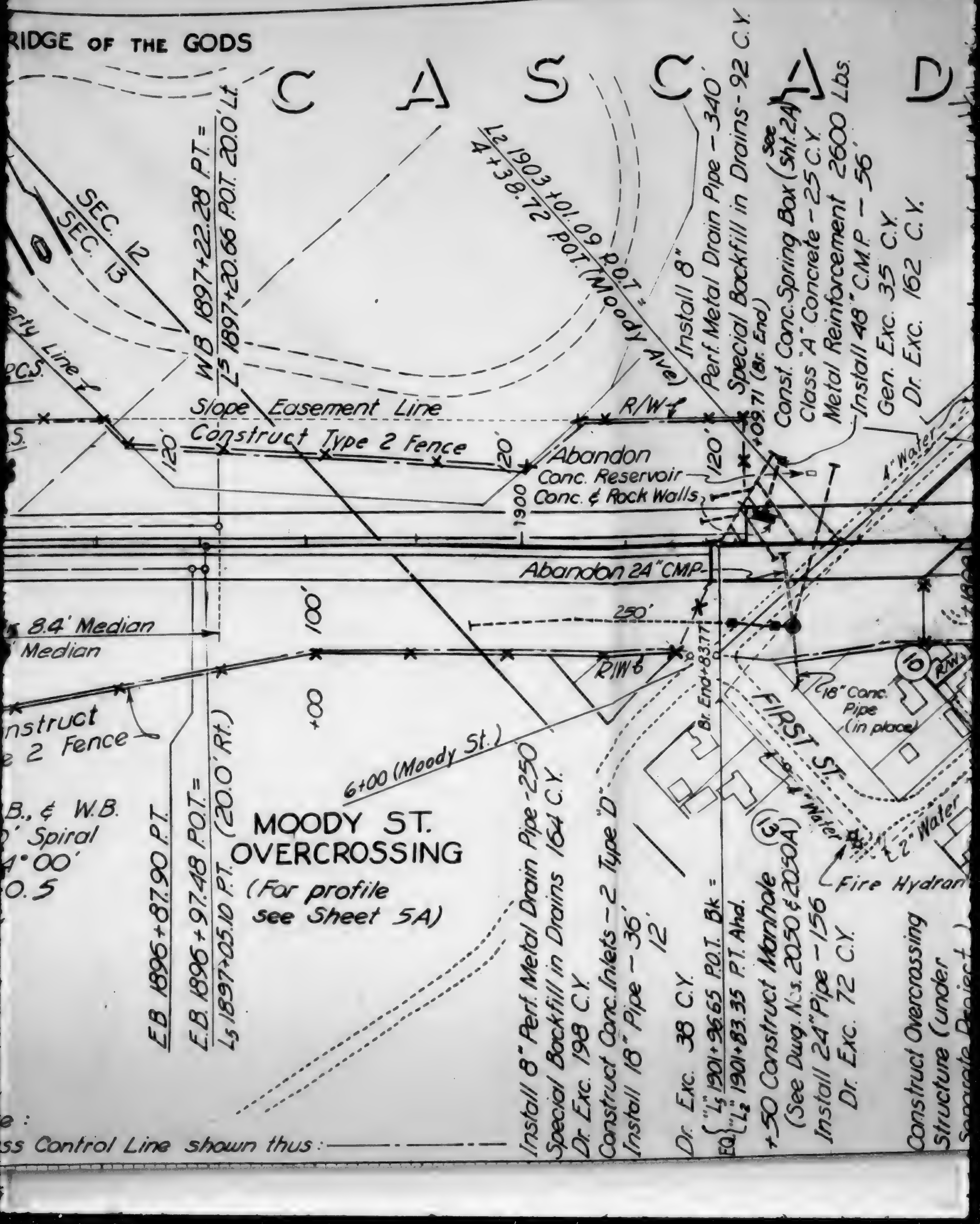
Vawter Parker

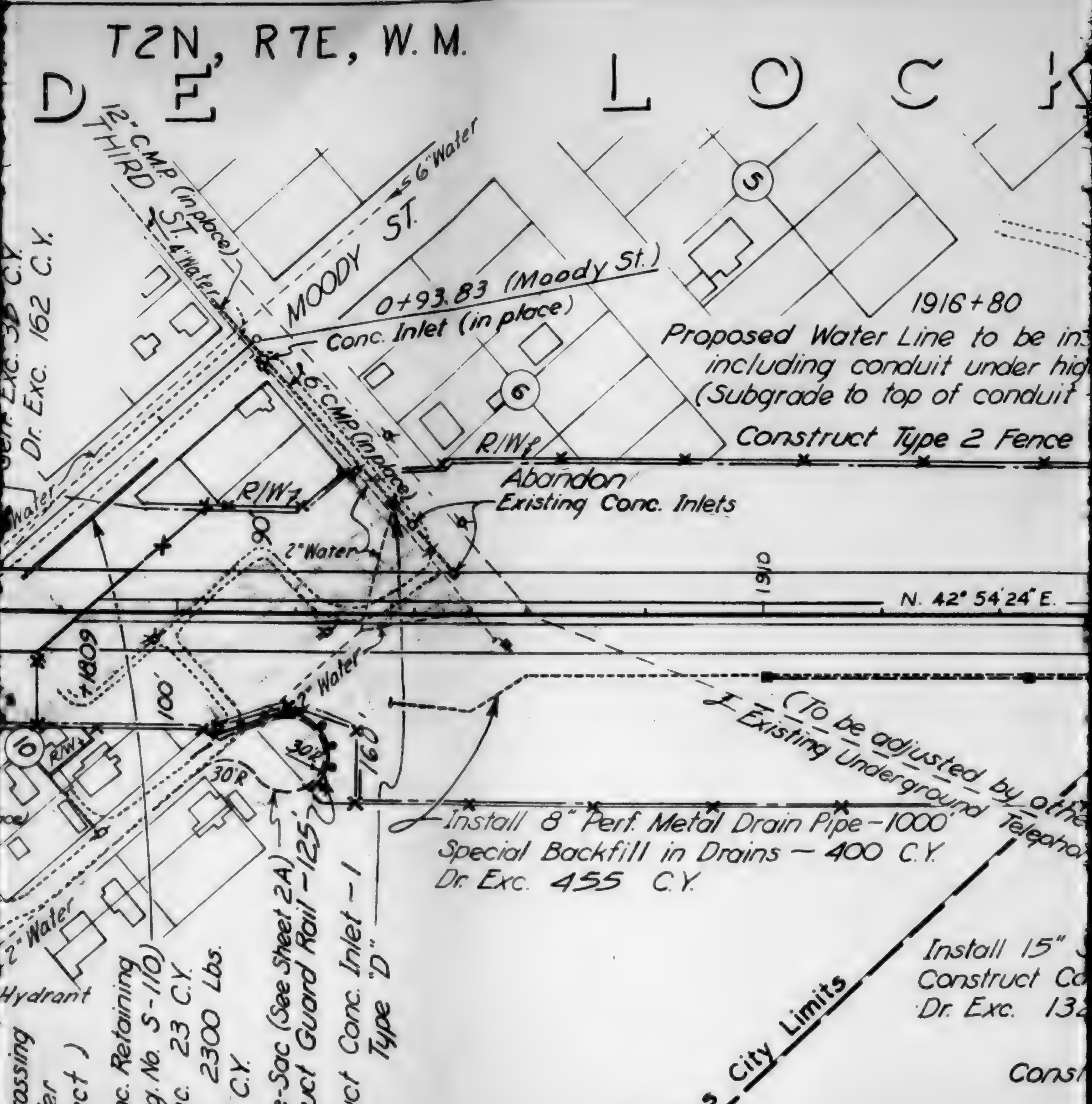
VP/db
cc: City of Cascade Locks

CONSTRUCTION DIVISION
RECEIVED
JUN 8 1960
NOTED- ☑ ☐ ☐ ☐ ☐
CE ACE ACE CSE

Bridge Details Checked


BRIDGE
WB 1889+95.14 P.S.C.
B5 1891+17.45 P.O.T.
B5 1891+12.20 P.T.
R/W
Existing Columbia River Hwy.
Catch Basin with 2 8" C.M. Pipes in place
EQUA.
1893+45.90 P.O.S. (Exist Hwy.)
A4 1894+04.64 P.S.S.
(in place) 30" CMP
24" CMP
18" CMP in place
A4 143.06 Sp. S 8°34.8' a 8.39
R/W
Property Line
A4 1892+61.58 P.C.S.
R/W
A4 1891+78.30 P.S.C.
120'
A4 12° C.R. TΔ 27°09'13" Ts 187.21'
WB 1893+22.28 P.C.S.
1895
A4 143.06' Sp. S 8°34.8' a 8.39
SEC
Taper 8.4' M
To 16' Median
EB 1889+60.76 P.S.C.
Ls 1889+77.96 P.S.C.
180'
180'
R/W Line
L5, E.B., & W.B. 2° C.R. TΔ 14°32'34" Ts 565.80
EB 1892+87.90 P.C.S.
Ls 1893+05.10 P.C.S.
PROJECT I-80N-2(11) 41
Construct Type 2 Fe
L5, E.B., & W 400' Spira S 4°00' a 0.5
Note : Access Cont


RIDGE OF THE GODS
C A S C A D
SEC. 12
SEC. 13
erty Line
P.C.S.
WB 1897+22.28 P.T. =
Ls 1897+20.66 P.O.T. 20.0' Lt.
P.O.T. 60 101+ 1903 Ls
4+38.72 P.O.T. (Moody Ave.)
Install 8"
Perf. Metal Drain Pipe - 340
Special Backfill in Drains - 92 C.Y.
+09.71 (Br. End)
Const. Conc. Spring Box (see Sht. 2A)
Class "A" Concrete - 25 C.Y.
Metal Reinforcement 2600 Lbs.
Install 48" C.M.P. - 56'
Gen. Exc. 35 C.Y.
Dr. Exc. 162 C.Y.
Slope Easement Line
R/W
Construct Type 2 Fence
120'
20'
Abandon
Conc. Reservoir
Conc. & Rock Walls
1900
4" Water
Abandon 24" CMP
250'
100'
8.4' Median
Median
R/W
Br. End +83.77
10
R/W
18" Conc. Pipe (in place)
FIRST ST.
nstruct
e 2 Fence
6+00 (Moody St.)
+00
B., & W.B.
' Spiral
4°00'
0.5
EB 1896+87.90 P.T.
E.B. 1896+97.48 P.O.T. =
Ls 1897+05.10 P.T. (20.0' Rt.)
MOODY ST.
OVERCROSSING
(For profile
see Sheet 5A)
Install 8" Perf. Metal Drain Pipe - 250
Special Backfill in Drains 164 C.Y.
Dr. Exc. 198 C.Y.
Construct Conc. Inlets - 2 Type "D"
Install 18" Pipe - 36'
12'
Dr. Exc. 38 C.Y.
EQ "Ls" 1901+96.65 P.O.T. Bk =
"L2" 1901+83.35 P.T. Ahd.
3
+50 Construct Manhole
(See Dwg. Nos. 2050 & 2050A)
Install 24" Pipe - 156
Dr. Exc. 72 C.Y.
Water
2" Water
Fire Hydran
Construct Overcrossing
Structure (under
Separate Project)
e:
ss Control Line shown thus:

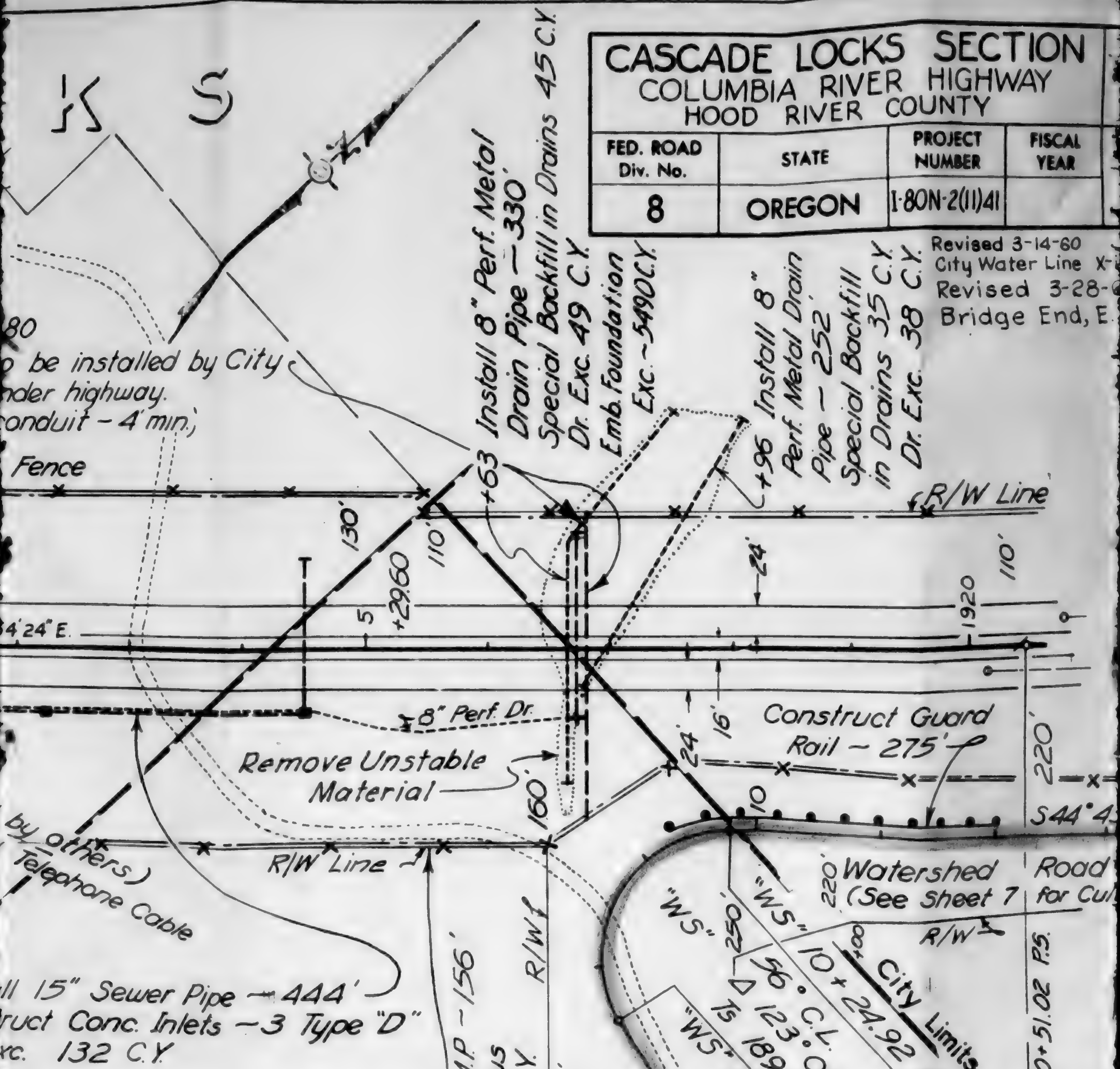

T2N, R7E, W.M.
D E
L O C K
12" C.M.P. (in place)
THIRD ST.
6" Water
4" Water
MOODY ST.
0+93.83 (Moody St.)
Conc. Inlet (in place)
6" C.M.P. (in place)
5
6
1916+80
Proposed Water Line to be in
including conduit under hig
(Subgrade to top of conduit
Construct Type 2 Fence
R/W℄
R/W℄
Abandon
Existing Conc. Inlets
2" Water
Water
Gen. Exc. 3 C.Y.
Dr. Exc. 162 C.Y.
90
1910
N. 42° 54' 24" E.
+1809
100'
2" Water
10
R/W℄
30'R
30'R
16'
(To be adjusted by othe
℄ Existing Underground Telepho
Install 8" Perf. Metal Drain Pipe - 1000'
Special Backfill in Drains - 400 C.Y.
Dr. Exc. 455 C.Y.
2" Water
Hydrant
Install 15"
Construct Co
Dr. Exc. 132
Const
Cascade Locks City Limits
Construct Overcrossing Structure (under Separate Project)
Construct Conc. Retaining Wall (See Dwg. No. S-110)
Class 'A' Conc. 23 C.Y.
Metal Reinf. 2300 Lbs.
Dr. Exc. 37 C.Y.
Construct Cul-de-Sac (See Sheet 2A)
Construct Guard Rail - 125'
+80 Construct Conc. Inlet - 1
Type "D"

Note: All utilities to be adjusted by others.

CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-80N-2(11)41	

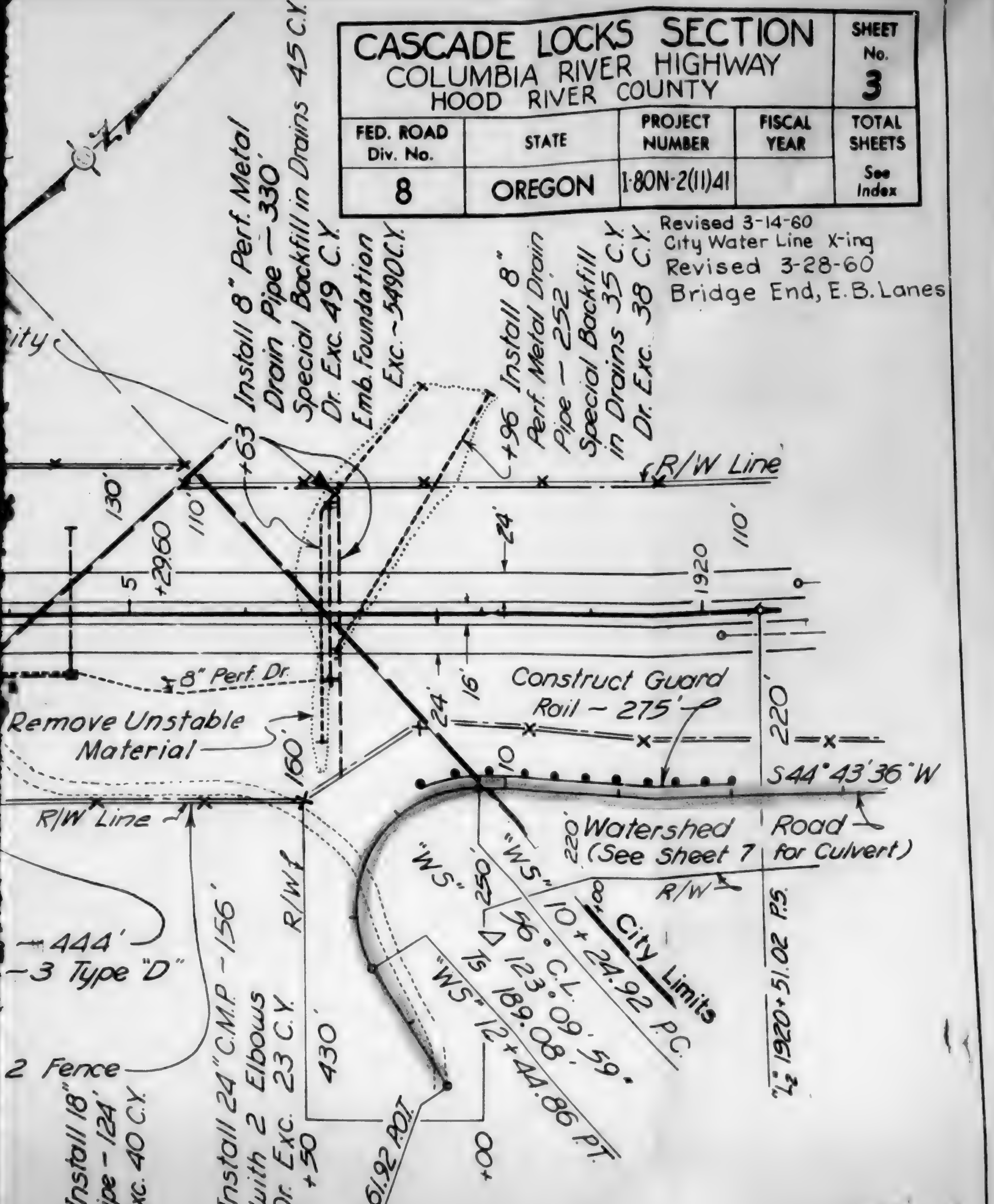
Revised 3-14-60
City Water Line X-
Revised 3-28-6
Bridge End, E.

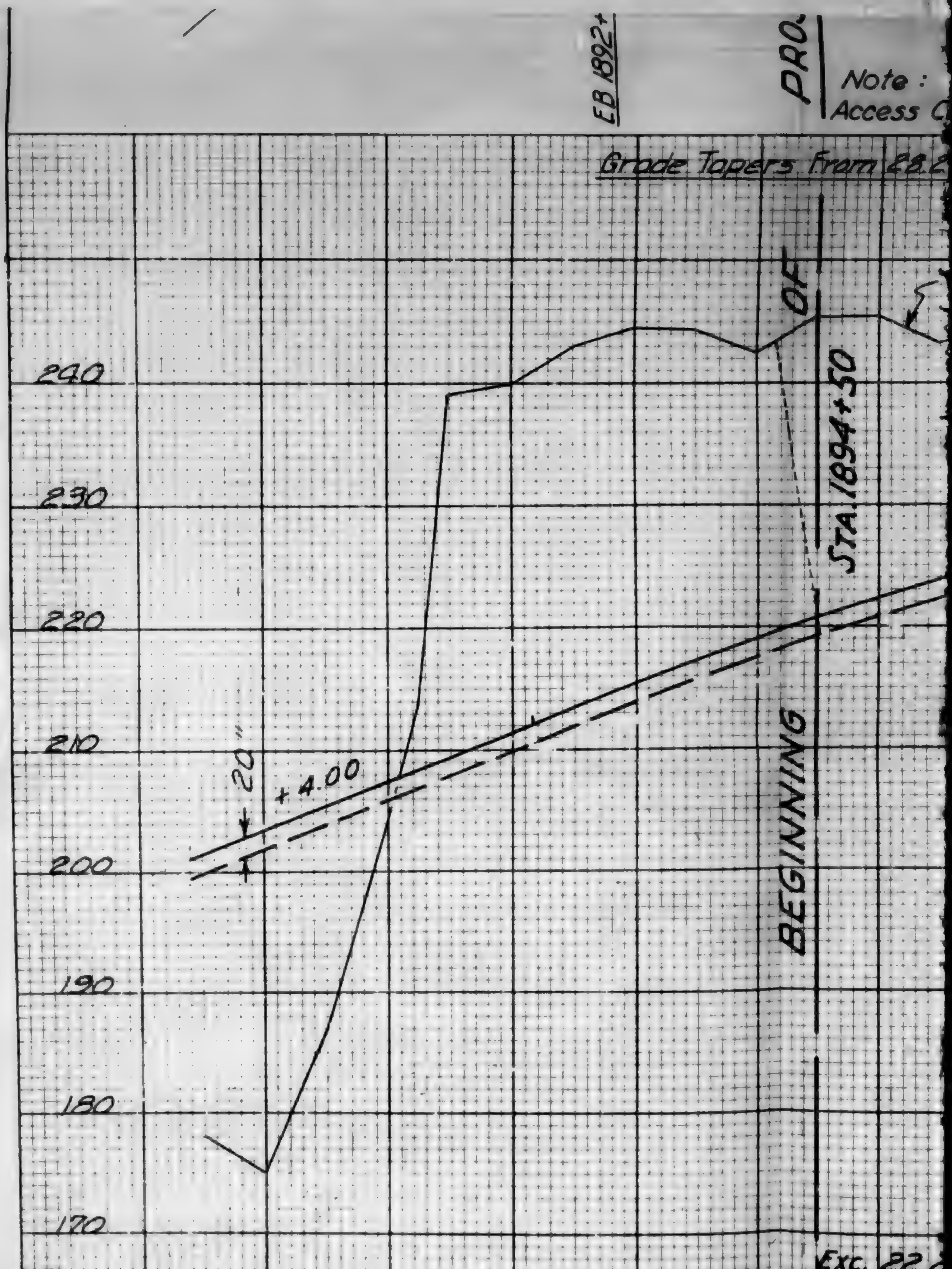


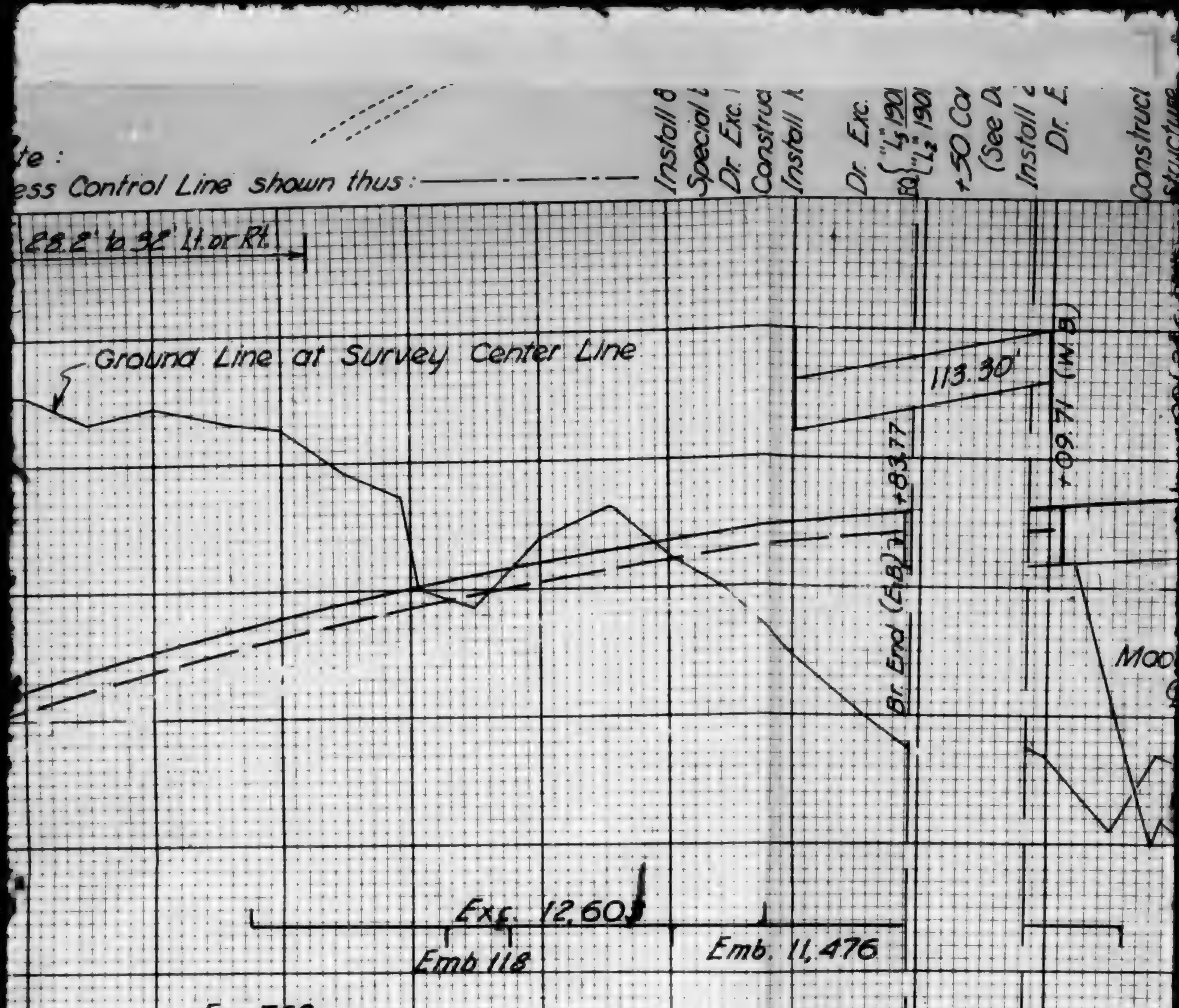
K S
80
o be installed by City
nder highway.
conduit - 4' min.)
Fence
130'
110'
+63 Install 8" Perf. Metal Drain Pipe - 330'
Special Backfill in Drains 45 C.Y.
Dr. Exc. 49 C.Y.
Emb. Foundation Exc. - 5490 C.Y.
+96 Install 8" Perf. Metal Drain Pipe - 252'
Special Backfill in Drains 35 C.Y.
Dr. Exc. 38 C.Y.
R/W Line
24'
110'
5
+29.60
1920
4'24" E.
8" Perf. Dr.
16'
24
Construct Guard Rail - 275'
220'
Remove Unstable Material
160'
10
S 44° 4
by others)
Telephone Cable
R/W Line
R/W
220
Watershed (See Sheet 7
Road
for Cul
R/W
+00
City Limits
"WS"
"WS" 10+24.92 P.C.
250'
Δ 56° C.L.
56° 123°09'59"
Ls 189.08'
"WS" 12+44.86 P.T.
"L2" 1920+51.02 P.S.
ll 15" Sewer Pipe - 444'
ruct Conc. Inlets - 3 Type "D"
xc. 132 C.Y.
Construct Type 2 Fence
430'
+00
+50 Install 18" Pipe - 124'
Dr. Exc. 40 C.Y.
+70 Install 24" C.M.P. - 156'
with 2 Elbows
Dr. Exc. 23 C.Y.
+50
"WS" 13+61.92 P.O.T.
pers.

CASCADE LOCKS SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(11)41		See Index

Revised 3-14-60
City Water Line X-ing
Revised 3-28-60
Bridge End, E.B. Lanes


Install 8" Perf. Metal Drain Pipe — 330'
Special Backfill in Drains 45 C.Y.
Dr. Exc. 49 C.Y.
Emb. Foundation Exc. ~ 5490 C.Y.
+63
+96 Install 8" Perf. Metal Drain Pipe — 252'
Special Backfill in Drains 35 C.Y.
Dr. Exc. 38 C.Y.
ity
R/W Line
130'
110'
+29.60
5
24'
1920
110'
8" Perf. Dr.
Construct Guard Rail — 275'
16'
24
Remove Unstable Material
160'
10
220'
S44°43'36"W
R/W Line
220
Watershed (See Sheet 7
Road for Culvert)
R/W
"WS"
"WS"
250'
10+00
City Limits
Δ 56°
C.L. 123°09'59"
15 189.08'
10+24.92 P.C.
"WS" 12+44.86 P.T.
"L" 1920+51.02 P.S.
444'
3 Type "D"
R/W
430'
2 Fence
+50 Install 18" Pipe - 124'
Dr. Exc. 40 C.Y.
+70 Install 24" C.M.P. - 156' with 2 Elbows
Dr. Exc. 23 C.Y.
+50
+00
"WS" 13+61.92 P.O.T.

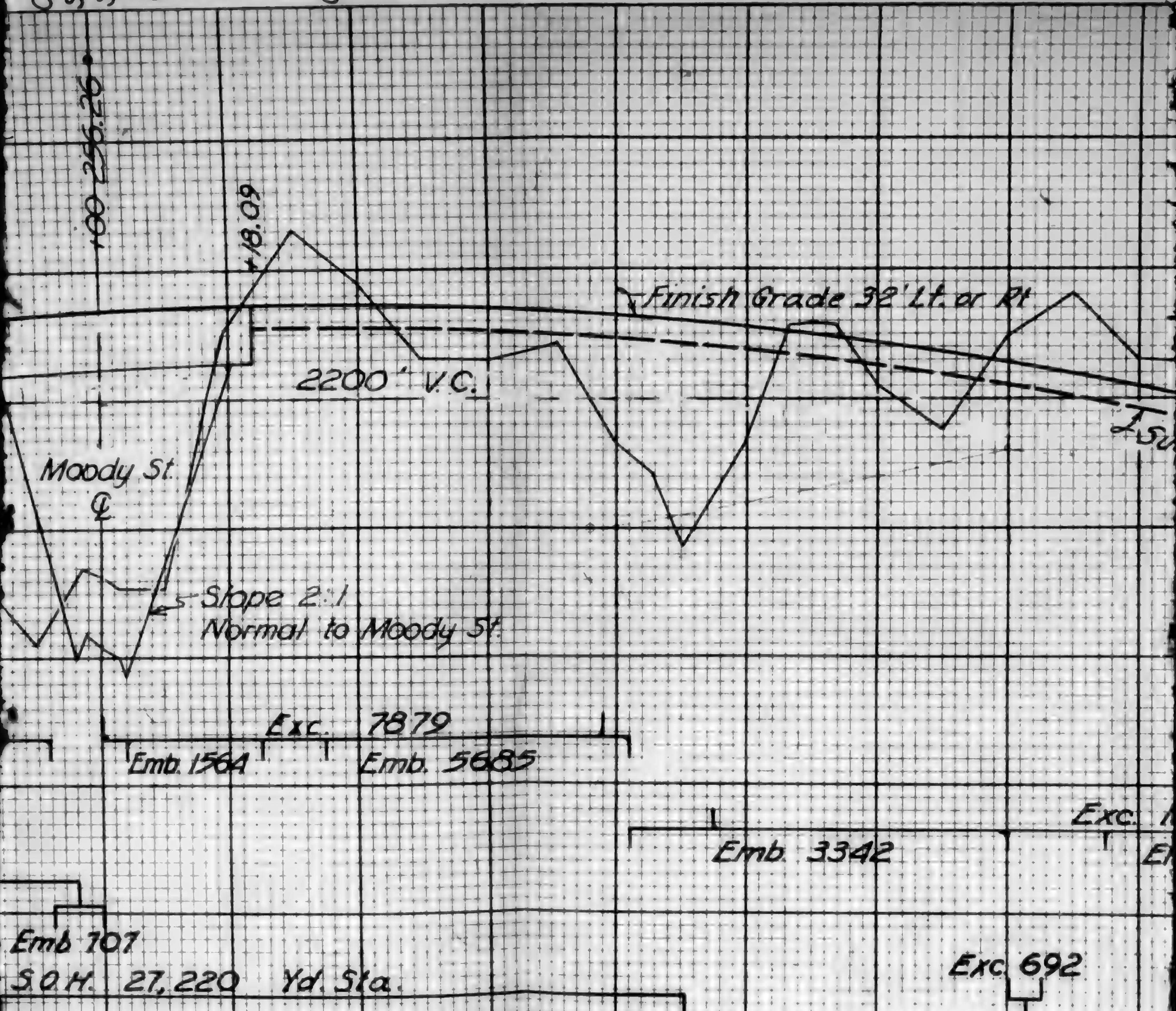

EB 1892+
PRO.
Note :
Access C
Grade Tapers From 28.2
OF
STA. 1894+50
BEGINNING
240
230
220
210
+4.00
20"
200
190
180
170
Exc. 22.
1890
5


te :
ess Control Line shown thus: —·—·—
Install 8
Special
Dr. Exc.
Construc
Install
Dr. Exc.
EQ {"L5" 1901 / "L2" 1901
+50 Co
(See D
Install
Dr. E
Construct
Structure
28.2' to 32' Lt. or Rt.
Ground Line at Survey Center Line
113.30'
+09.71 (W.B.)
+83.77
Br. End (E.B.)
Moo
Exc. 12,603
Emb 118
Emb. 11,476
Exc. 768
S.O.H. 140 Yd. Sta.
Exc. 5136
Emb 1
S.O.H.
Exc. 305
S.O.H 1
c. 22,213
1901+96.65
EQUATION
1901+83.35
5
1900

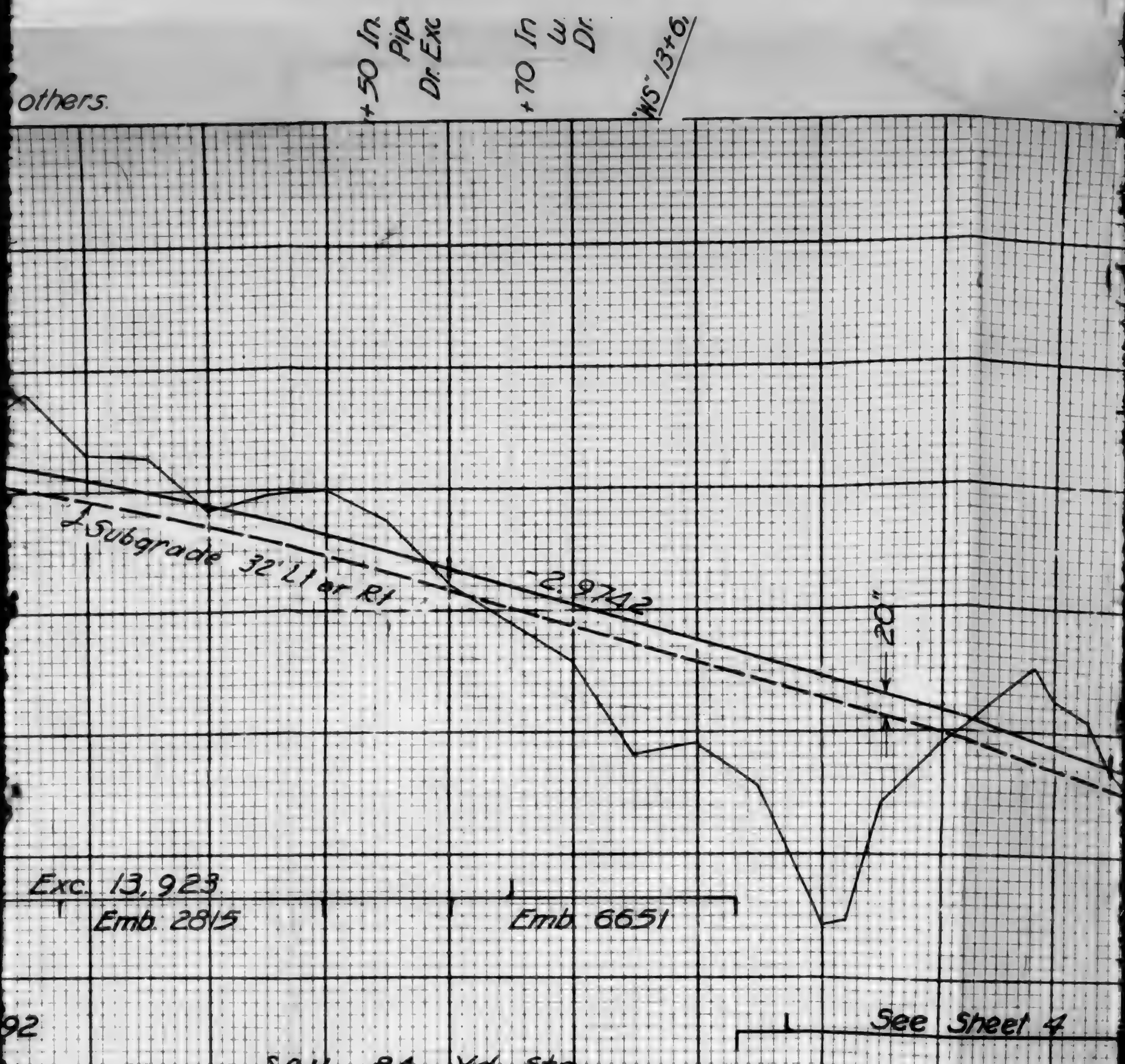
Construct
Structure
Separate
Constru
Wall (3
Class
Metal
Dr. Exc
Construc
C
+80 C

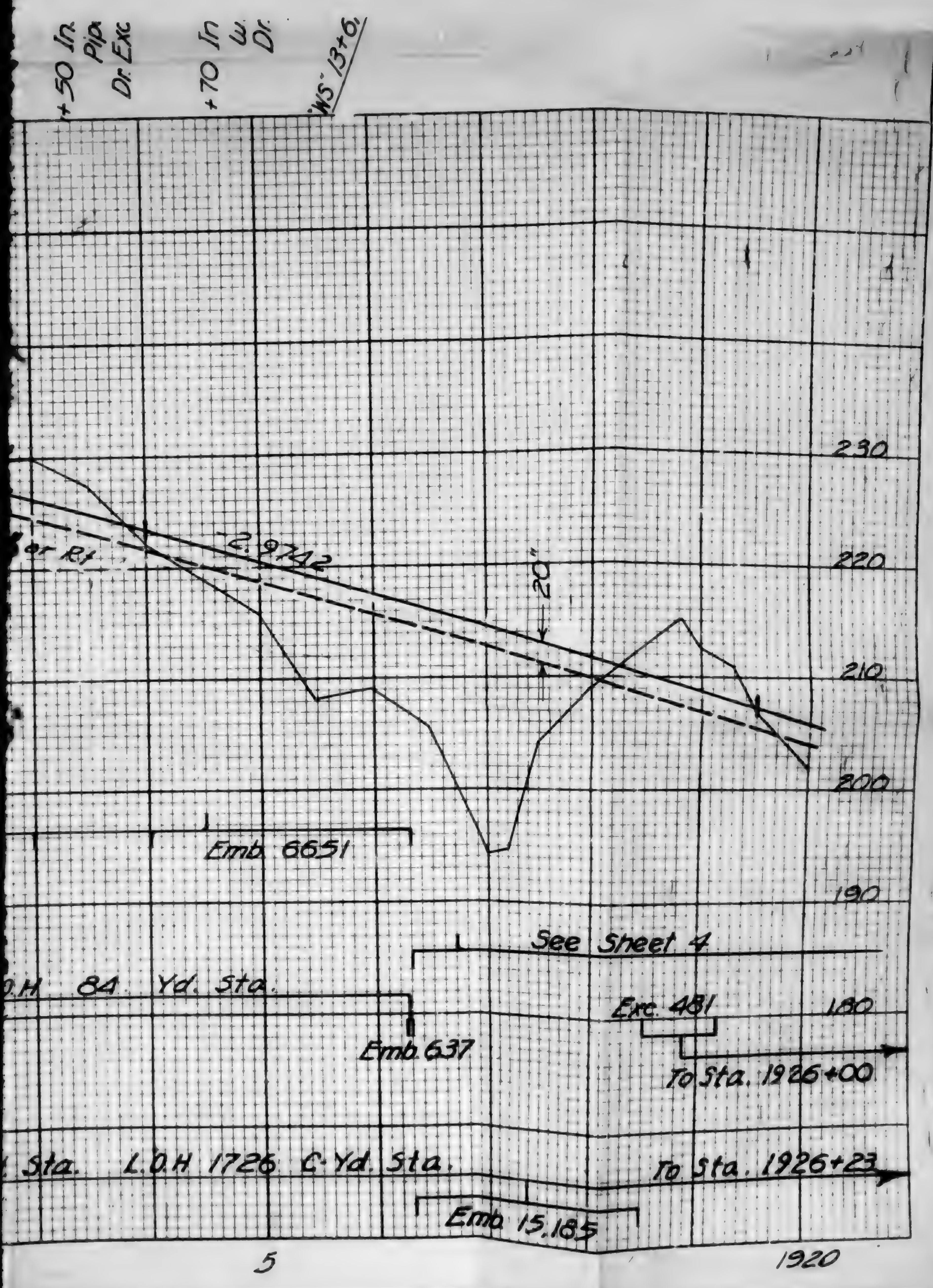
Casc

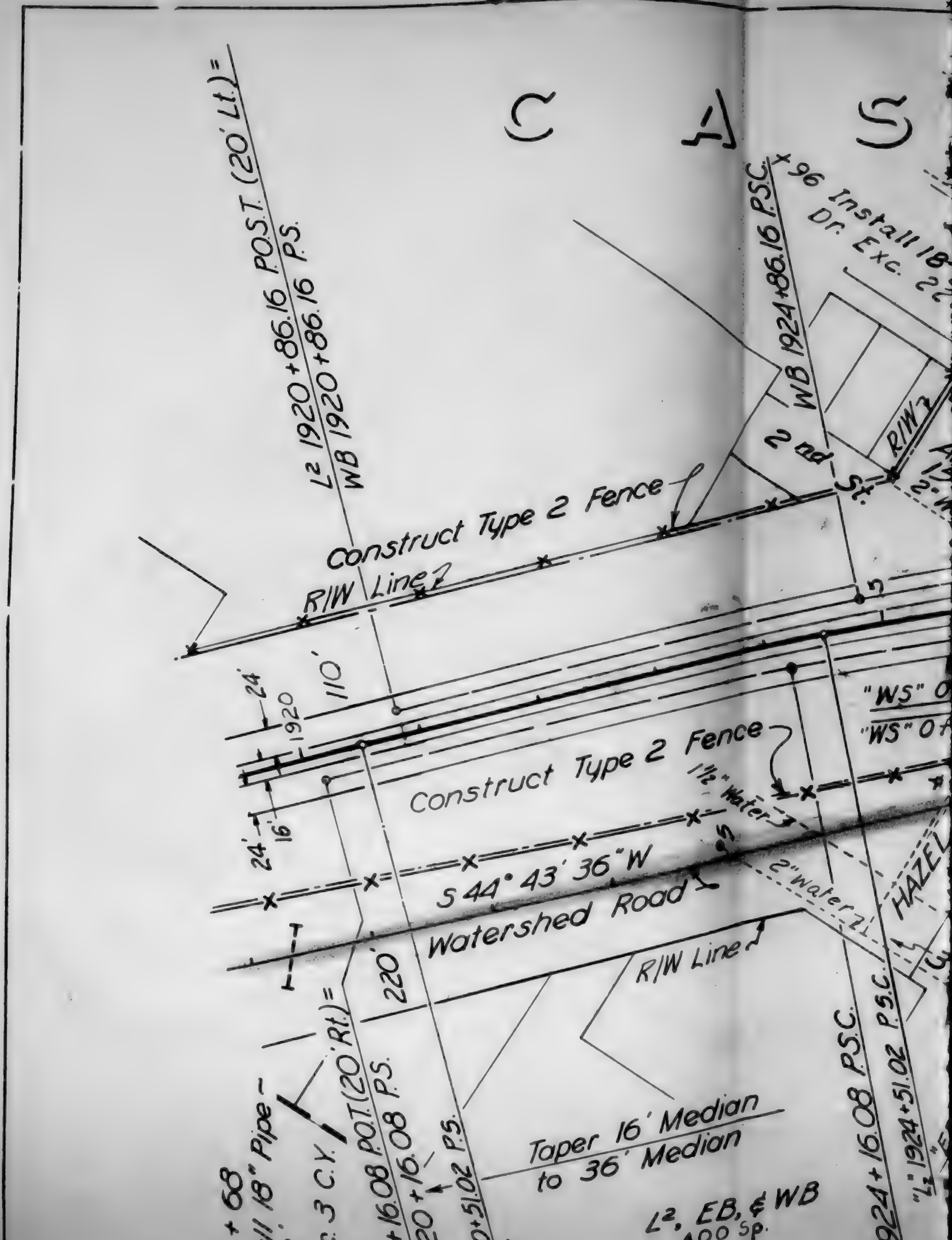
Note: All utilities to be adjusted by others.

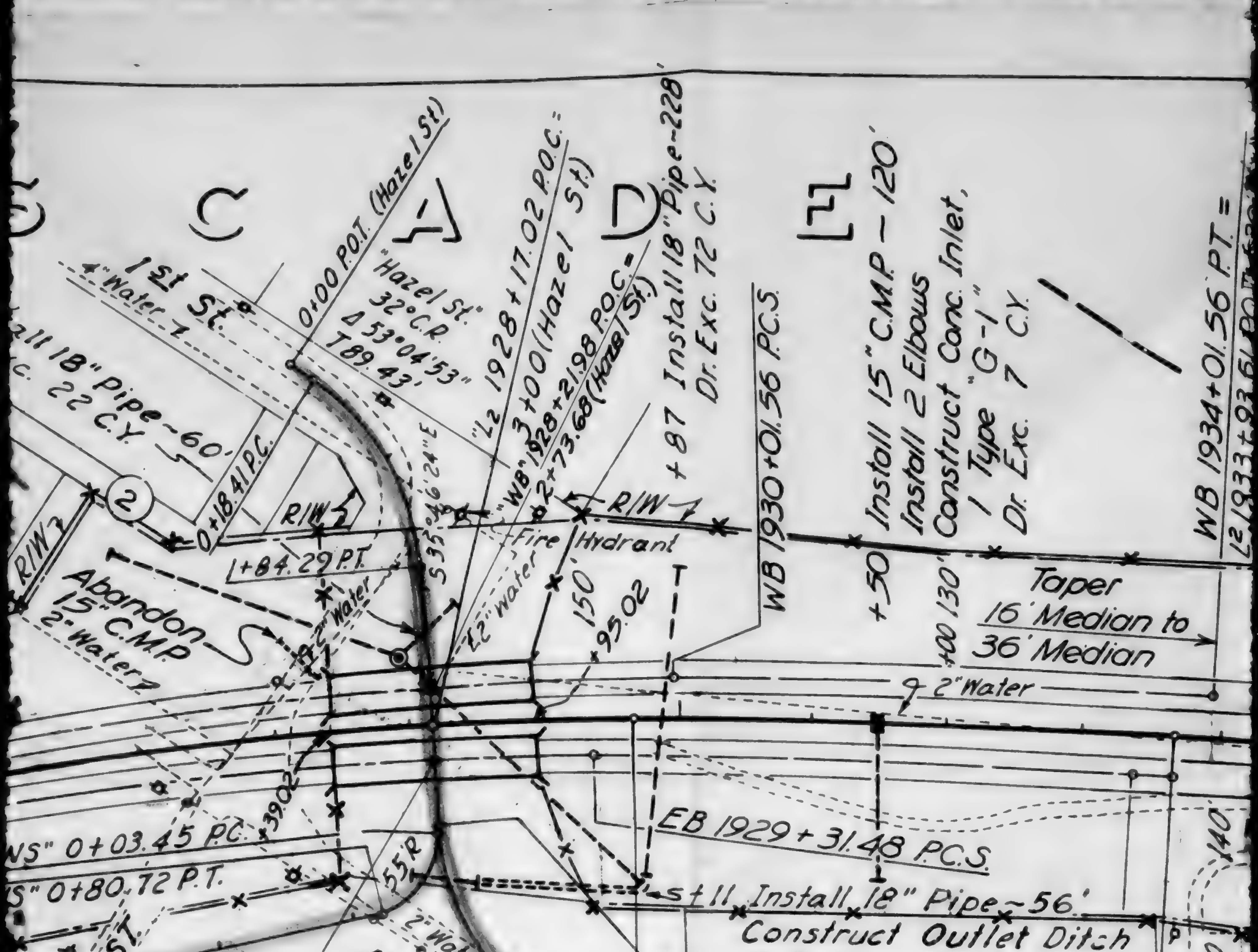


+00 296.26
+18.09
Finish Grade 32' Lt. or Rt.
2200' V.C.
Moody St. ℄
Slope 2:1
Normal to Moody St.
Exc. 7879
Emb. 1564
Emb. 5685
Emb. 3342
Exc.
Emb 707
S.O.H. 27,220 Yd. Sta.
Exc. 692
Emb. 4725
S.O.H. 1830 Yd. Sta.
L.O.H. 1 C-Yd. Sta.
Emb. 202
Emb. 79
S.O.H.
LOCATION "A"


others.
+50 In. Pip
Dr. Exc
+70 In. W.
Dr.
"WS" 13+6
Subgrade 32' Lt or Rt
-2.9742
20"
Exc. 13,923
Emb. 2815
Emb. 6651
92
S.O.H. 84 Yd. Sta.
See Sheet 4
Exc. 481
Emb. 637
To Sta.
S.O.H. 99,030 Yd. Sta.
L.O.H. 1726 C-Yd. Sta.
To Sta.
Emb. 15,185

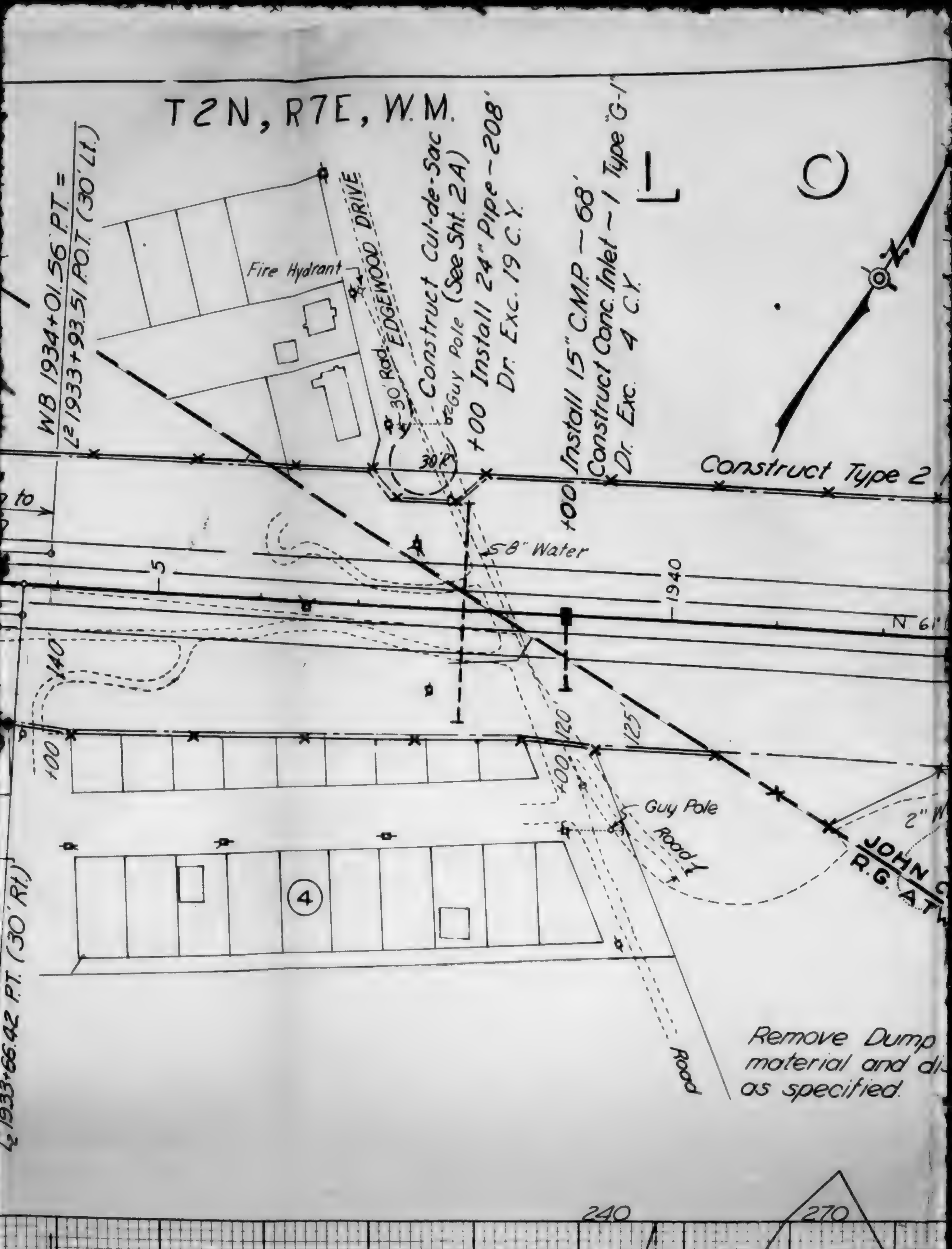

+50 In. Pipe
Dr. Exc
+70 In W. Dr.
"WS" 13+6
230
220
210
200
190
180
or Rt
-2.9742
20"
Emb. 6651
See Sheet 4
O.H. 84 Yd. Sta.
Exc. 481
Emb. 637
To Sta. 1926+00
Sta. L.O.H. 1726 C-Yd. Sta.
To Sta. 1926+23
Emb. 15,185
5
1920


C A S
L² 1920+86.16 P.O.S.T. (20' Lt.) =
WB 1920+86.16 P.S.
WB 1924+86.16 P.S.C.
+96 Install 18
Dr. Exc. 2
2nd St.
R/W
Construct Type 2 Fence
R/W Line
110'
24'
1920
24'
16'
"WS" O
"WS" O
Construct Type 2 Fence
1½" Water
S 44° 43' 36" W
Watershed Road
2" Water
HAZEL
R/W Line
220'
"WS" + 68
Install 18" Pipe –
52'
Dr. Exc. 3 C.Y.
L² 1920+16.08 P.O.T. (20' Rt.) =
EB 1920+16.08 P.S.
"L₂" 1920+51.02 P.S.
Taper 16' Median
to 36' Median
L², EB, & WB
400 Sp.
a = 0.5
4'00'
EB 1924+16.08 P.S.C.
"L" 1924+51.02 P.S.C.
Grade Tapers


C
A
D
E
1st St.
4" Water
Install 18" Pipe ~ 60'
Exc. 22 C.Y.
0+00 P.O.T. (Hazel St)
"Hazel St."
32° C.R.
Δ 53°04'53"
T 89.43'
"L2" 1928+17.02 P.O.C. =
"WB" 3+00 (Hazel St.)
"WB" 1928+21.98 P.O.C. =
2+73.68 (Hazel St.)
+87 Install 18" Pipe ~ 228'
Dr. Exc. 72 C.Y.
WB 1930+01.56 P.C.S.
Install 15" C.M.P. ~ 120'
Install 2 Elbows
Construct Conc. Inlet,
1 Type "G-1"
Dr. Exc. 7 C.Y.
WB 1934+01.56 P.T. =
L2 1933+93.61 P.O.T.
②
0+18.41 P.C.
R/W
S 35°46'24" E
R/W
Fire Hydrant
+84.29 P.T.
Abandon 15" C.M.P.
2" Water
2" Water
2" Water
150'
+95.02
+50
+00 130'
Taper
16' Median to
36' Median
2" Water
EB 1929+31.48 P.C.S.
140
"WS" 0+03.45 P.C.
"WS" 0+80.72 P.T.
+39.02
55' R
+11 Install 18" Pipe ~ 56'
Construct Outlet Ditch
2' Bottom 2:1 Slopes
Dr. Exc. 54 C.Y.
+00
2" Water
HAZEL ST.
R/W
3rd St.
"L2" 1927+51.02 P.T.
"EB" 1928+12.42 P.O.C. =
3+26.64 (Hazel St.)
Construct Overcrossing Structures
(Under Separate Project)
Construct Manhole
(See Dwg. 2050 & 2050 A)
+87 Install 24" Pipe
(Extra Strength) 460'
Dr. Exc. 200 C.Y.
"Hazel St."
32° C.L.
Δ 53°04'53"
T 89.43'
5+36.59 P.T. (Hazel St.)
6+10.12 P.O.T. (Hazel St.)
"L2" 1929+66.42 P.C.S.
"WS" 0+00 = 3+73.99 P.C. (Hazel St.)
③
L2, EB, & WB
2°00' CR
TΔ 18°18'29"
Ts 661.98
L2, EB, & WB
400' Sp.
a = 0.5
S = 4°00'
EB 1933+31.48 P.T.
EB 1933+58.38 P.O.T. =
"L2" 1933+66.42 P.T. (30' Rt.)
EB 19

HAZEL ST. OVERCROSSING
(For profile see Sheet 5A)

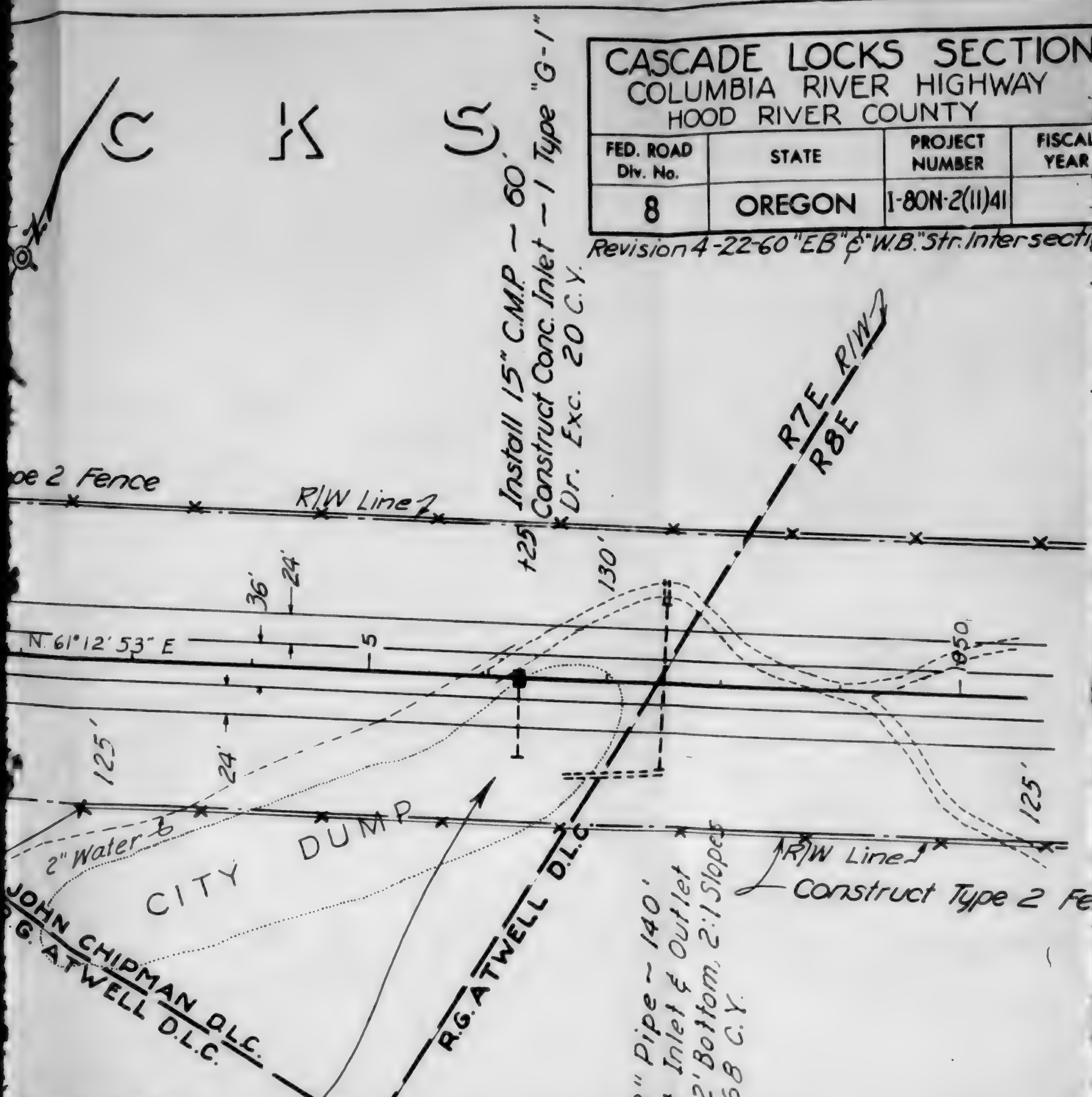
pers From 32' to 42' Lt or Rt.


T2N, R7E, W.M.
WB 1934+01.56 P.T. =
L² 1933+93.51 P.O.T. (30' Lt.)
Fire Hydrant
EDGEWOOD DRIVE
30' Rad.
30' R
Construct Cul-de-Sac
(See Sht. 2A)
Guy Pole
+00 Install 24" Pipe – 208'
Dr. Exc. 19 C.Y.
+00 Install 15" C.M.P. – 68'
Construct Conc. Inlet – 1 Type "G-1"
Dr. Exc. 4 C.Y.
L
Construct Type 2
to
8" Water
5
1940
N. 61°
140
+00
120
125
+00
Guy Pole
Road
4
Road
JOHN C
R.G. ATW
2" W
Remove Dump
material and di
as specified.
L² 1933+66.42 P.T. (30' Rt.)
240
270

CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-80N-2(11)41	

Revision 4-22-60 "EB" & "W.B." Str. Intersectio

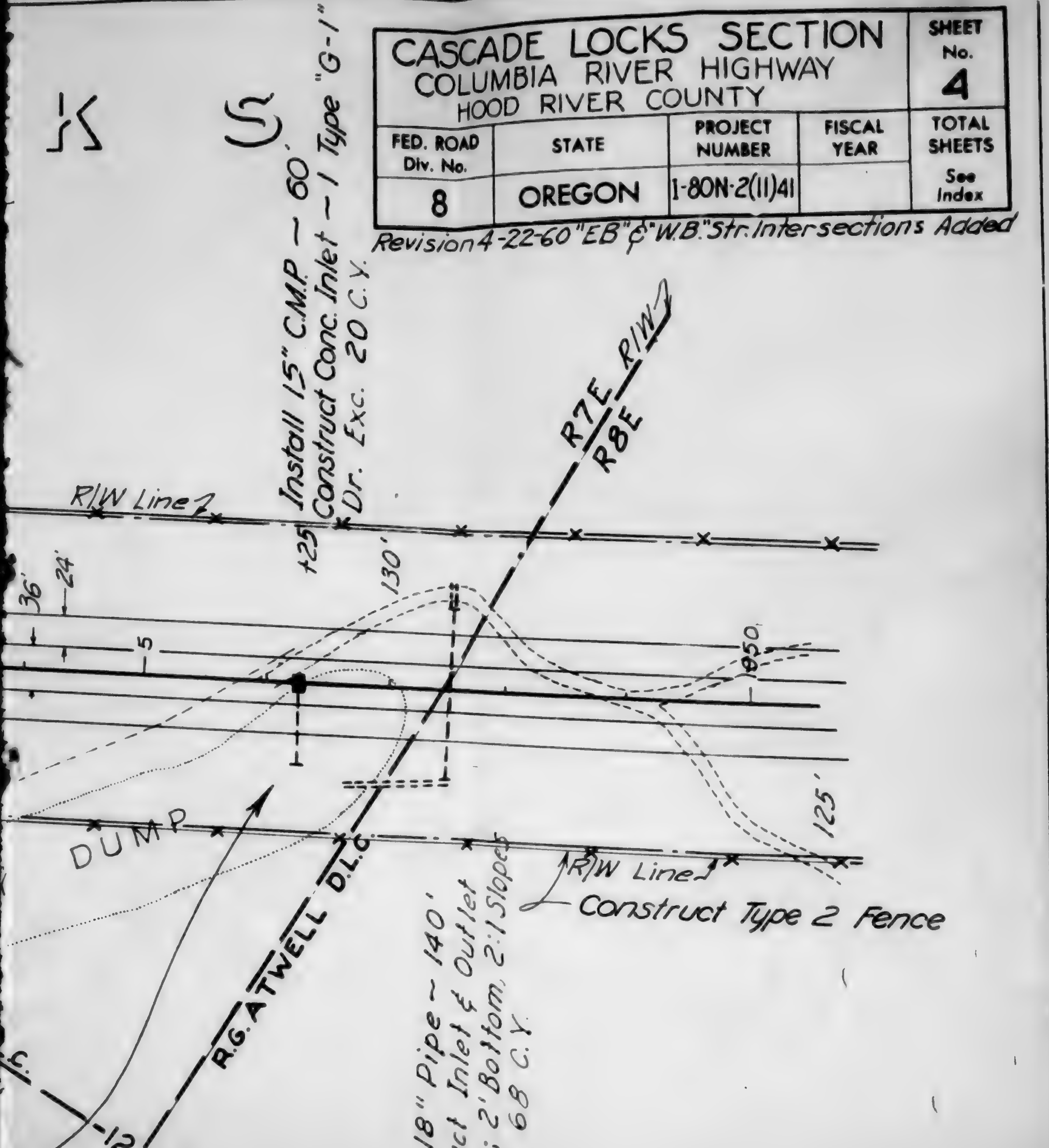

C K S
Install 15" C.M.P. – 60'
Construct Conc. Inlet – 1 Type "G-1"
Dr. Exc. 20 C.Y.
+25
pe 2 Fence
R/W Line
R7E R/W
R8E
130'
36'
24'
N. 61° 12' 53" E
5
850
125'
24'
2" Water
CITY DUMP
JOHN CHIPMAN D.L.C.
R.G. ATWELL D.L.C.
R.G. ATWELL D.L.C.
R/W Line
Construct Type 2 Fe
+50 Install 18" Pipe – 140'
Construct Inlet & Outlet
Ditches; 2' Bottom, 2:1 Slopes
Dr. Exc. 68 C.Y.
Dump waste
and dispose of
ved.
12
7
City Limits
City Limits

CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

SHEET No. 4

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(11)41		See Index

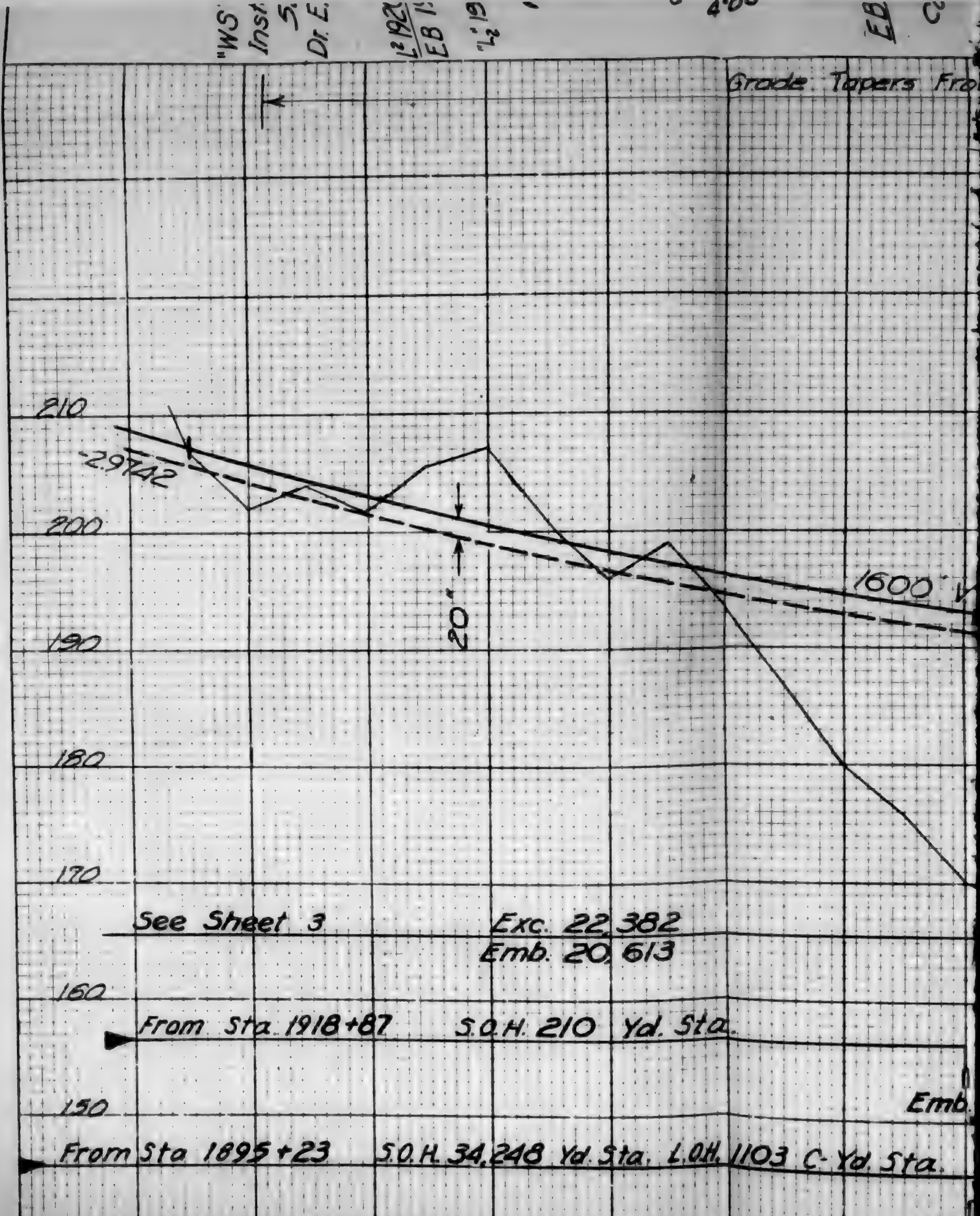
Revision 4-22-60 "EB" & "W.B." Str. Intersections Added


K
S
R/W Line
R7E R/W
R8E
+25
130'
36'
24'
5
950
DUMP
R.G. ATWELL D.L.C.
125'
R/W Line
12
7
City Limits
City Limits

+25 Install 15" C.M.P. ~ 60'
Construct Conc. Inlet ~ 1 Type "G-1"
Dr. Exc. 20 C.Y.

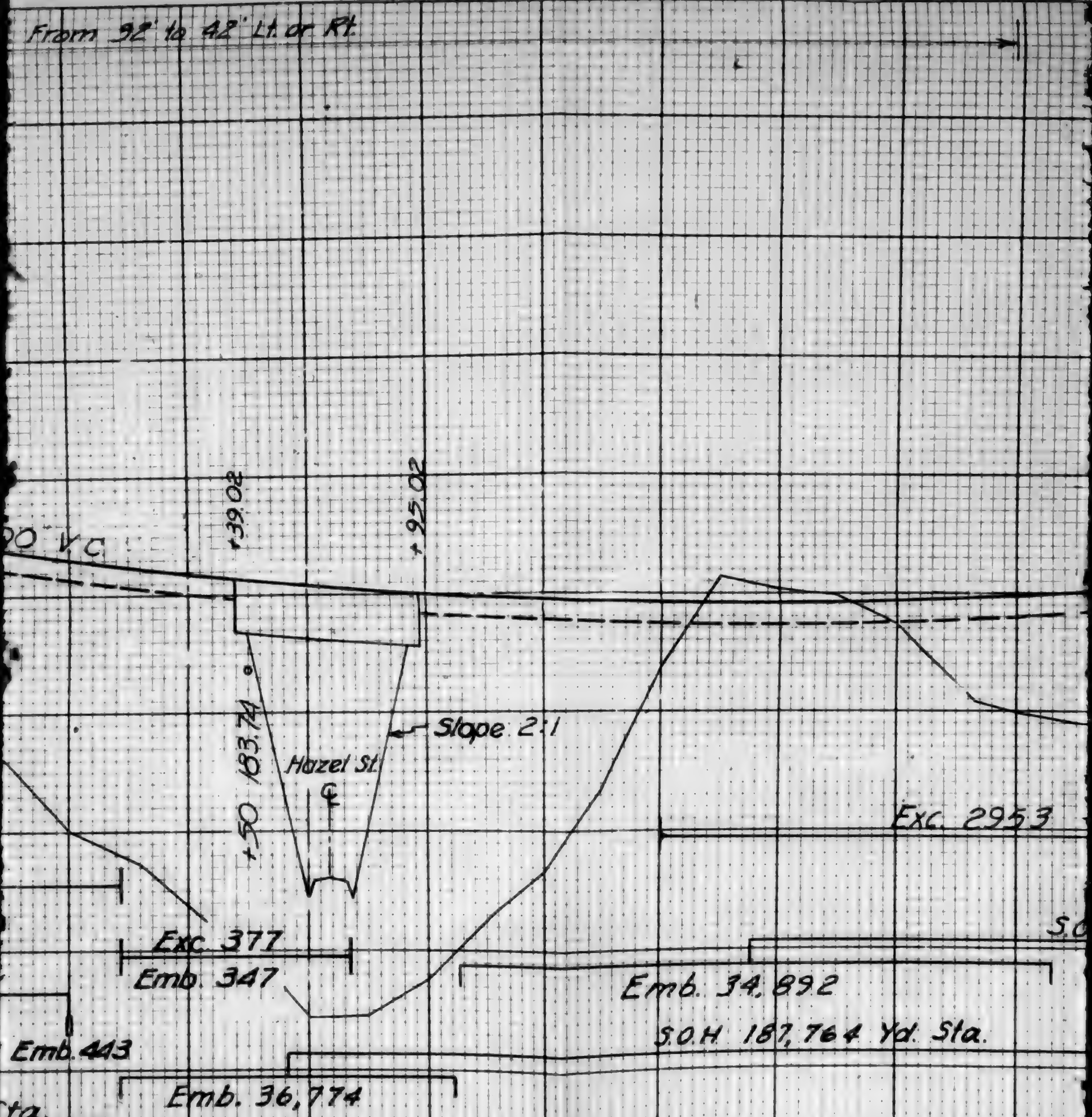
+50 Install 18" Pipe ~ 140'
Construct Inlet & Outlet
Ditches; 2' Bottom, 2:1 Slopes
Dr. Exc. 68 C.Y.

Construct Type 2 Fence

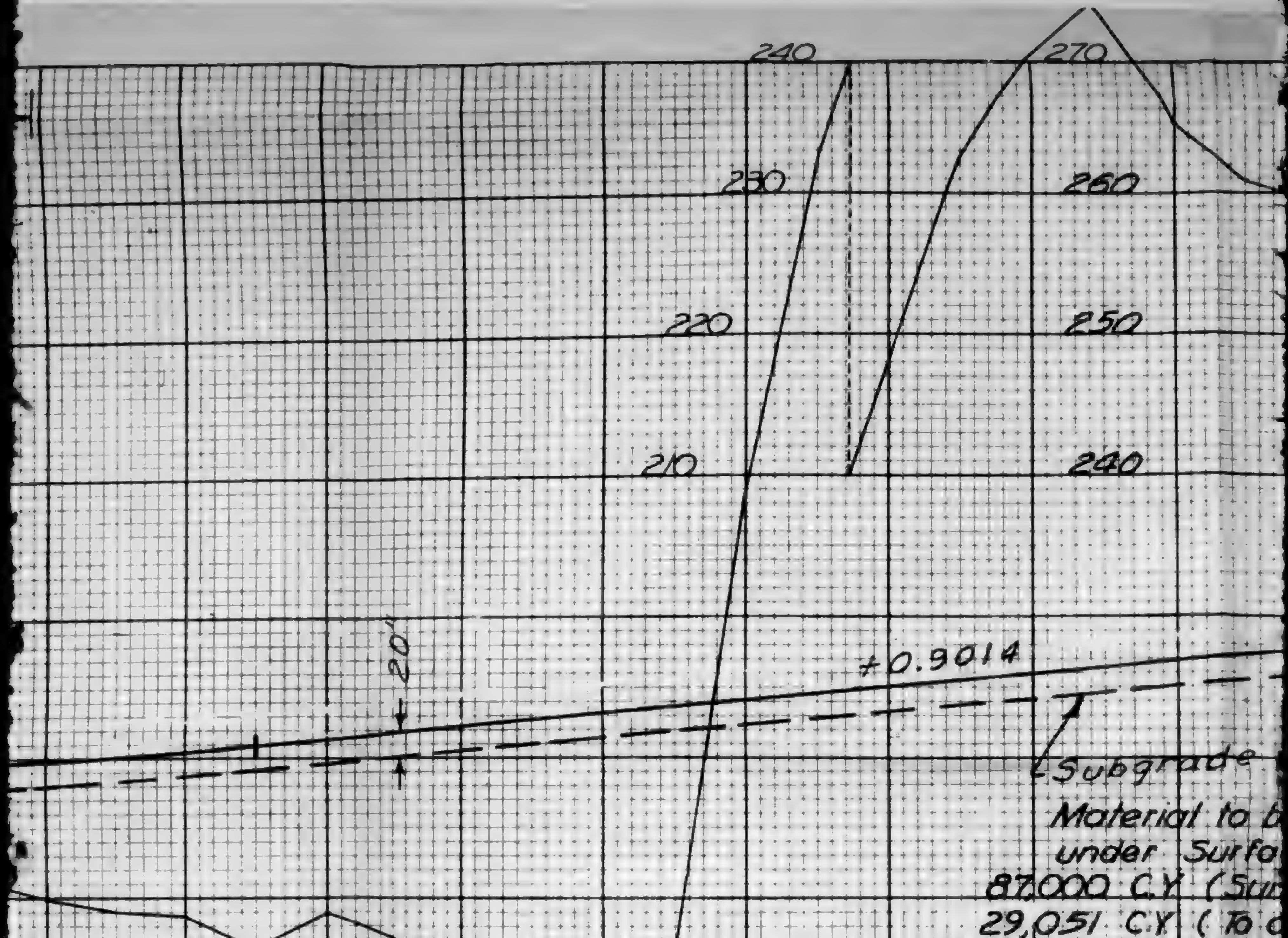

"WS"
Inst.
5.
Dr. E.
L² 192
EB 1
"L₂" 19
4·0
EB
C
Grade Tapers Fro
210
-2.9742
200
20"
1600' V
190
180
170
See Sheet 3
Exc. 22,382
Emb. 20,613
160
From Sta. 1918+87
S.O.H. 210 Yd. Sta.
150
Emb.
From Sta 1895+23
S.O.H. 34,248 Yd. Sta.
L.O.H. 1103 C. Yd. Sta.
Em
1920
5

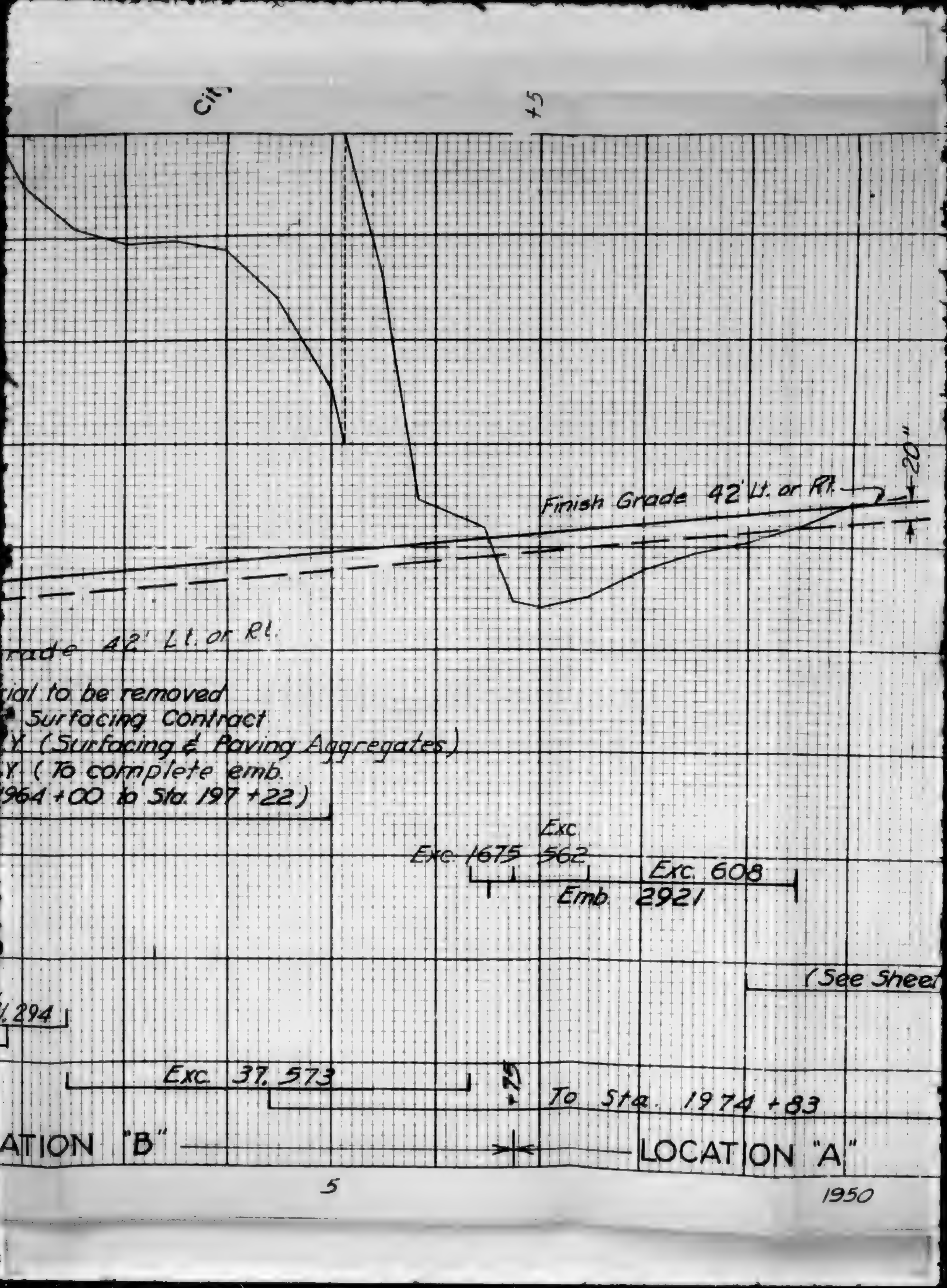
HAZEL ST. OVERCROSSING

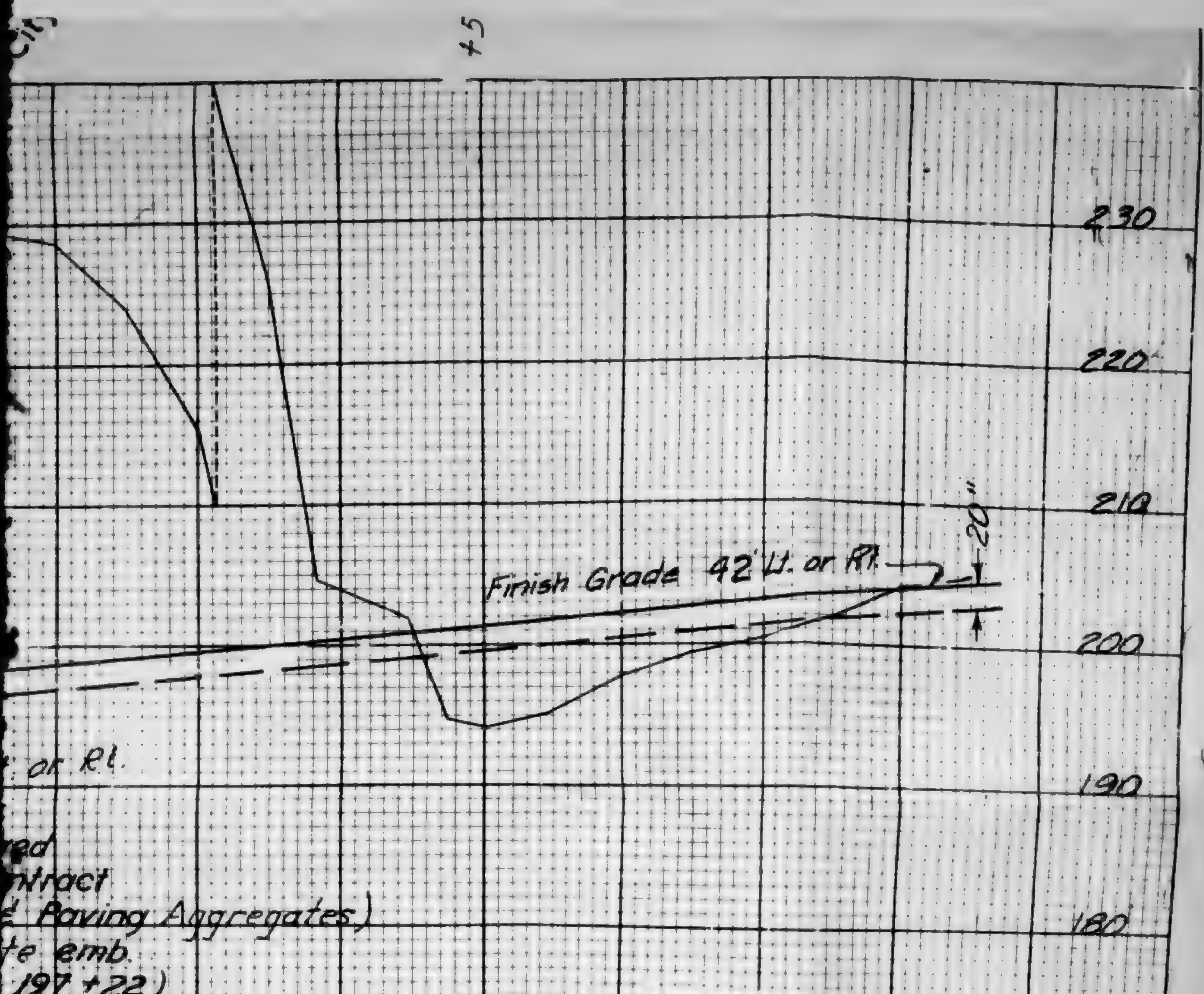
(For profile see Sheet 5A)


From 32' to 42' Lt. or Rt.
00 V.C.
+39.02
+95.02
+50 183.74
Slope 2:1
Hazel St.
℄
Exc. 2953
Exc. 377
Emb. 347
Emb. 34,892
S.O.H. 187,764 Yd. Sta.
Emb. 443
Emb. 36,774
Sta.
Emb. 5251

1930


240
270
230
260
220
250
210
240
+0.9014
20'
Subgrade
Material to b
under Surfa
87,000 C.Y. (Sur
29,051 C.Y. (To c
from Sta. 1964+00
953
Emb 43,007
Exc. 34,291
Exc. 29,692
S.O.H. 110,800 Yd. Sta.
L.O.H. 664 C-Yd. Sta.
Exc. 31,294
+80
LOCATION "A"
LOCATION
5
1940


Cit
+5
Finish Grade 42' Lt. or Rt.
20"
rade 42' Lt. or Rt.
rial to be removed
Surfacing Contract
Y. (Surfacing & Paving Aggregates)
Y. (To complete emb.
1964 +00 to Sta. 197 +22)
Exc.
Exc. 1675 562
Exc. 608
Emb. 2921
(See Sheet
1,294
Exc. 37, 573
+75
To Sta. 1974 +83
ATION "B"
LOCATION "A"
5
1950


Cit
+5
230
220
210
20"
Finish Grade 42' Lt. or Rt.
200
or Rt.
190
red
ntract
& Paving Aggregates)
te emb.
197 +22)
180
Exc.
Exc. 1675
562
Exc. 608
Emb. 2921
(See Sheet 5)
xc. 37, 573
+75
To Sta. 1974 +83
LOCATION "A"
5
1950

FINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

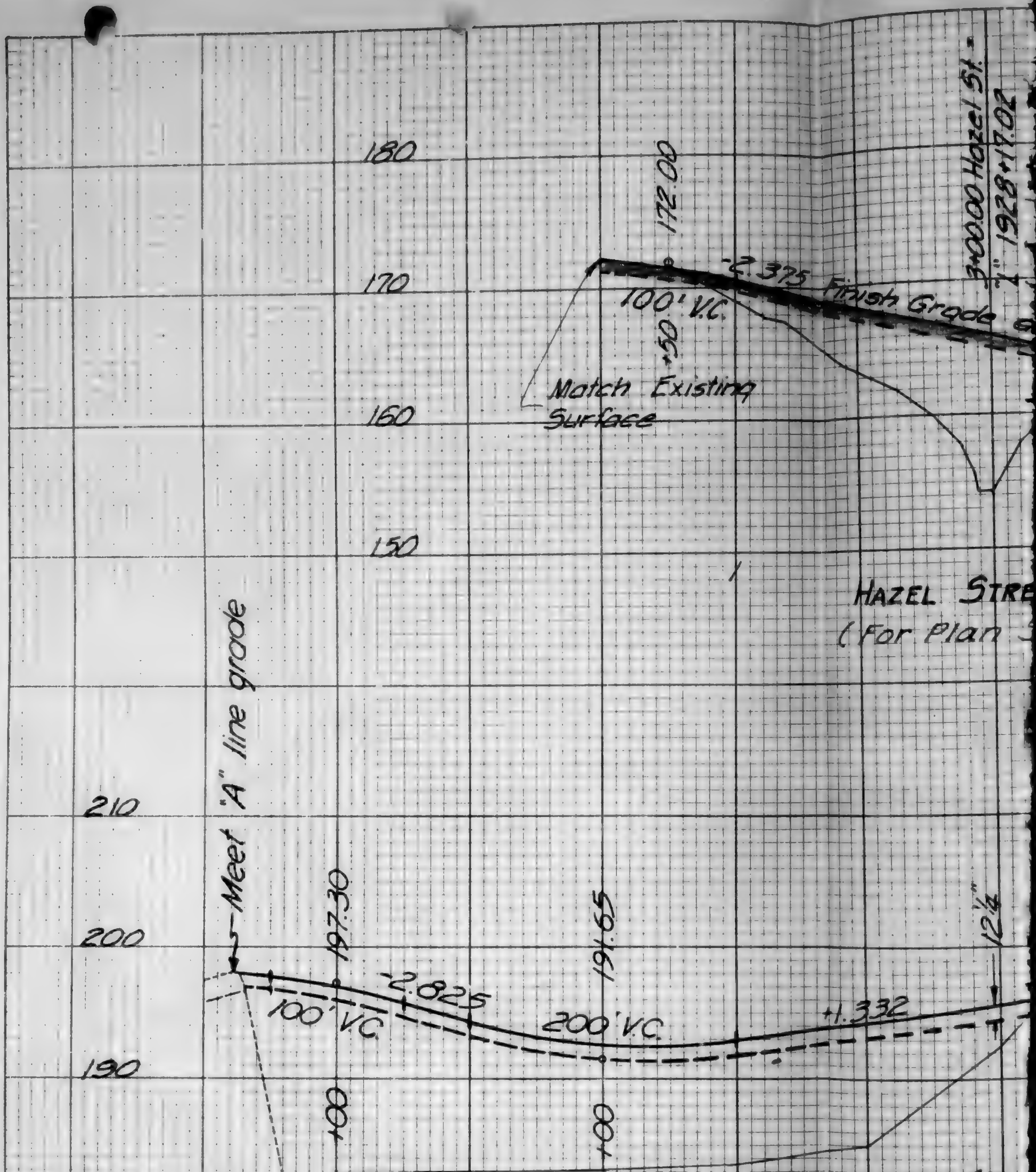
TEMPLATE

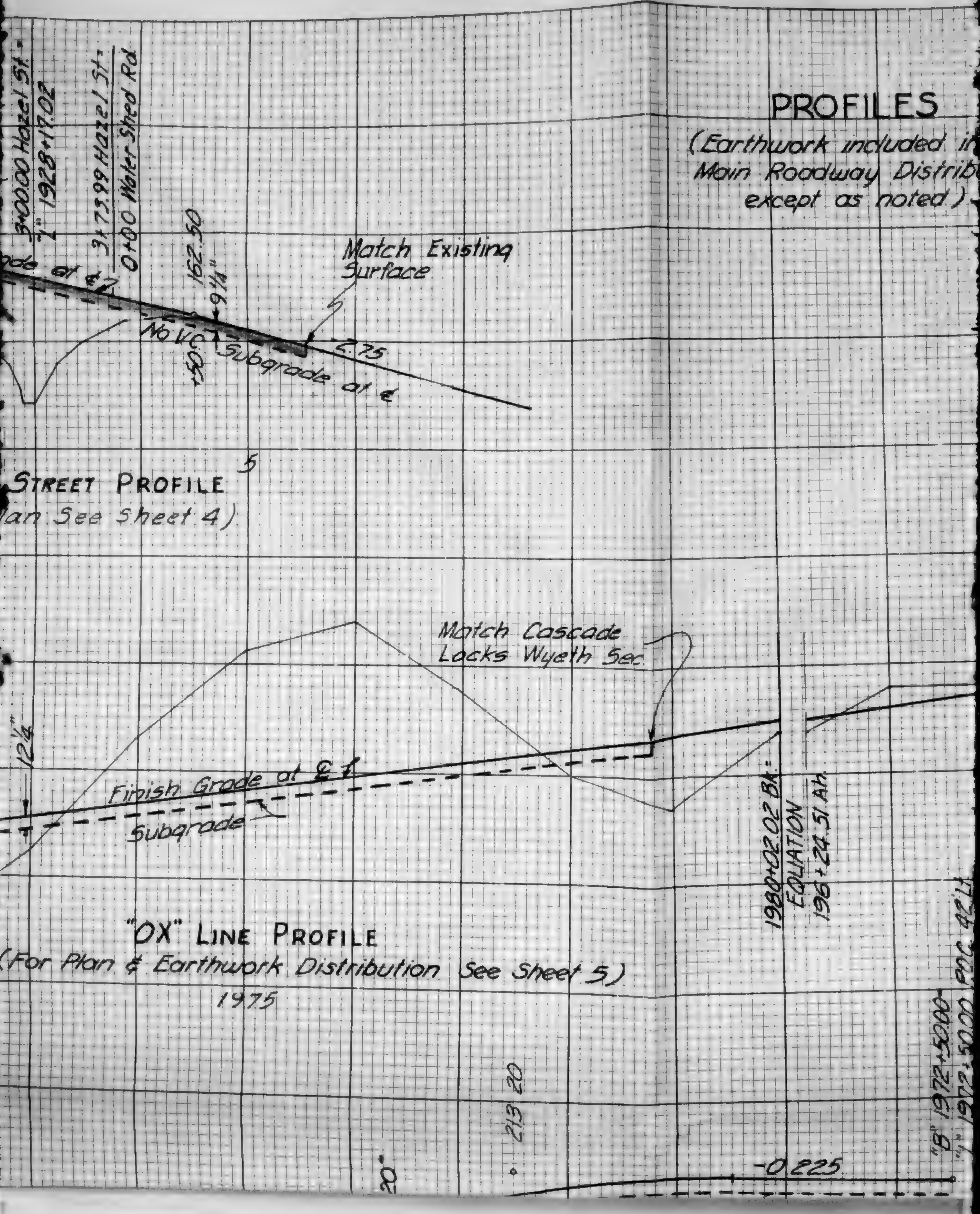
AREAS

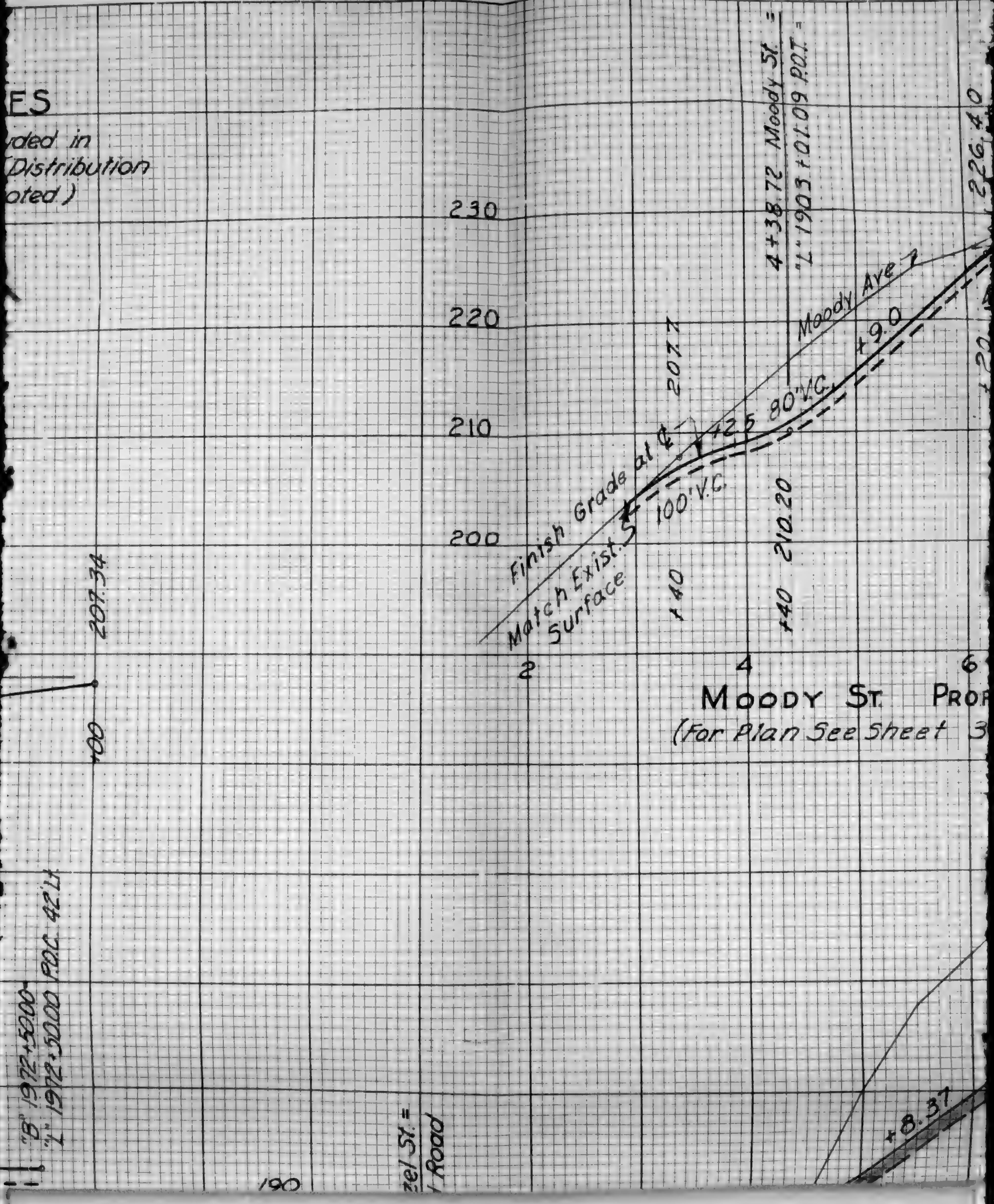
AREAS CHECKED

BY

DATE


180
170
160
150
172.00
-2.375 Finish Grade
100' V.C.
+50
Match Existing Surface
3+00.00 Hazel St. =
"L" 1928+17.02
HAZEL STRE
(For Plan
210
200
190
180
Meet "A" line grade
197.30
100' V.C.
-2.825
191.65
200' V.C.
+1.332
12¼"
+00
+00
1970
(For


PROFILES
(Earthwork included in
Main Roadway Distrib
except as noted)
3+00.00 Hazel St. =
"L" 1928+17.02
3+73.99 Hazel St. =
0+00 Water Shed Rd.
162.50
9¼"
Match Existing
Surface
ade at ℄ F.
No V.C.
+50
Subgrade at ℄
2.75
5
STREET PROFILE
lan See Sheet 4)
Match Cascade
Locks Wyeth Sec.
12¼"
Finish Grade at ℄ F.
Subgrade
1980+02.02 Bk. =
EQUATION
196+24.51 Ah.
"OX" LINE PROFILE
(For Plan & Earthwork Distribution See Sheet 5)
1975
213.20
20"
-0.225
"B" 1972+50.00 =
"L" 1972+50.00 POC 42' Lt


230
220
210
200
190
4+38.72 Moody St. =
"L" 1903+01.09 P.O.T. =
226.40
Moody Ave
+9.0
80' V.C.
+2.5
207.7
Finish Grade at ℄
Match Exist.
Surface
100' V.C.
210.20
+40
+40
+20
207.34
+00
2
4
6
"B" 1972+50.00
"L" 1972+50.00 P.O.C. 42' Lt
zel St. =
Road
+8.37

ES

uded in
(Distribution
oted.)

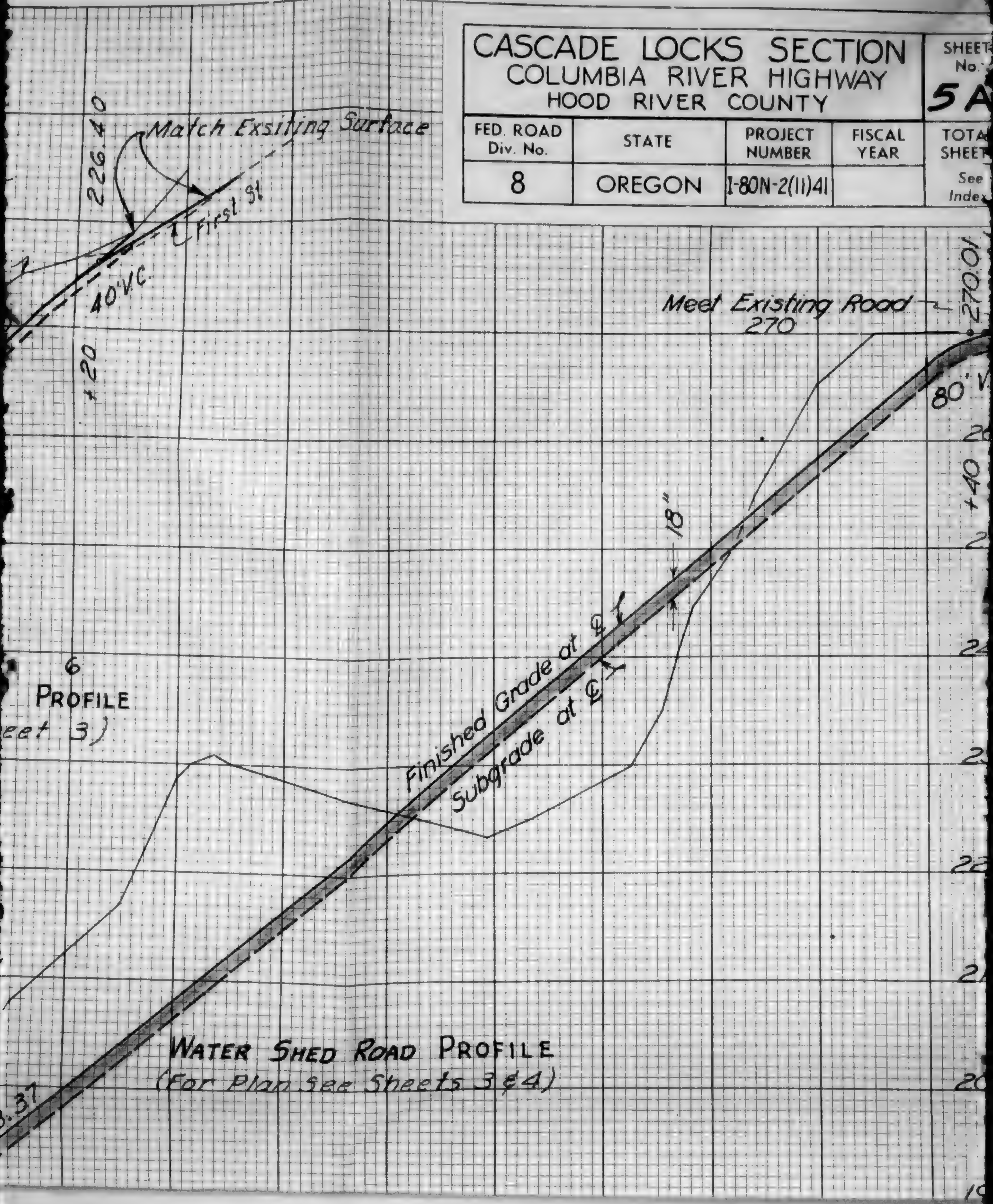
MOODY ST. PROF

(For Plan See Sheet 3

CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

SHEET No. 5A

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTA SHEET
8	OREGON	I-80N-2(11)41		See Inde

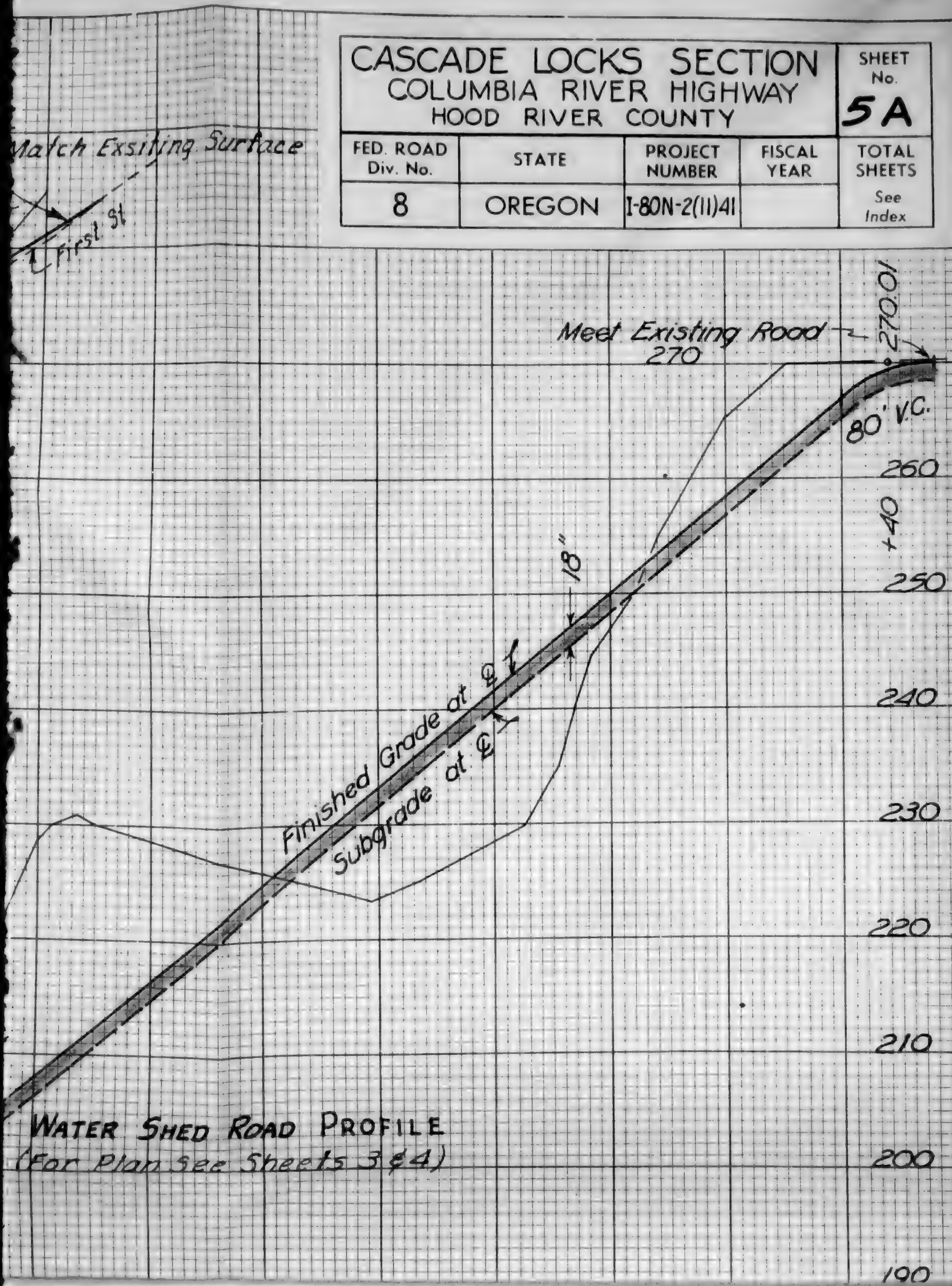

Match Exsiting Surface
226.40
First St
40' V.C.
+20
6
PROFILE
eet 3)
Meet Existing Road
270
270.01
80' V
+40
18"
Finished Grade at ℄
Subgrade at ℄
3.37
26
2
24
23
22
21
20
19

WATER SHED ROAD PROFILE
(For Plan See Sheets 3 & 4)

CASCADE LOCKS SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

SHEET No. 5A

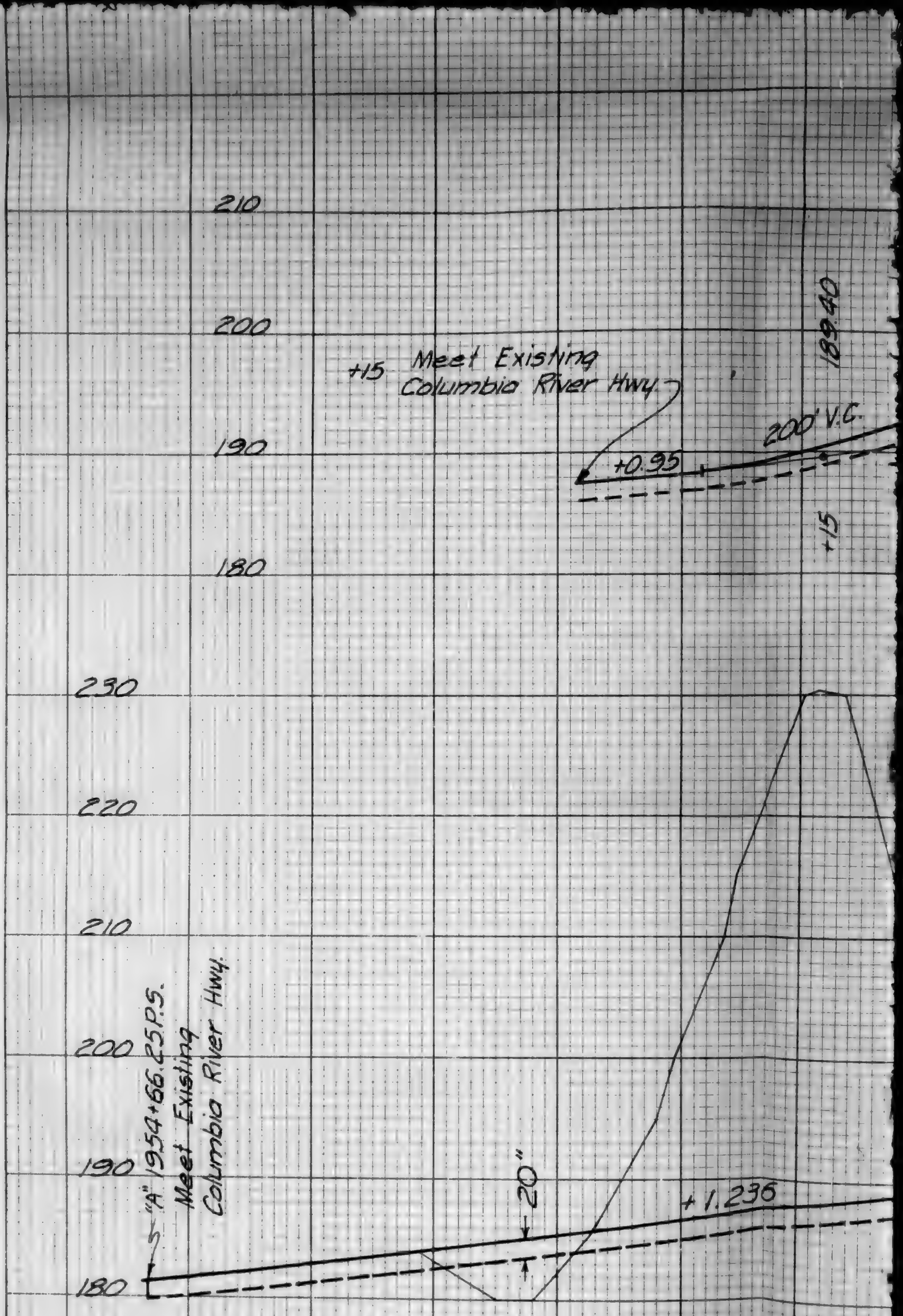
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(11)41		See Index

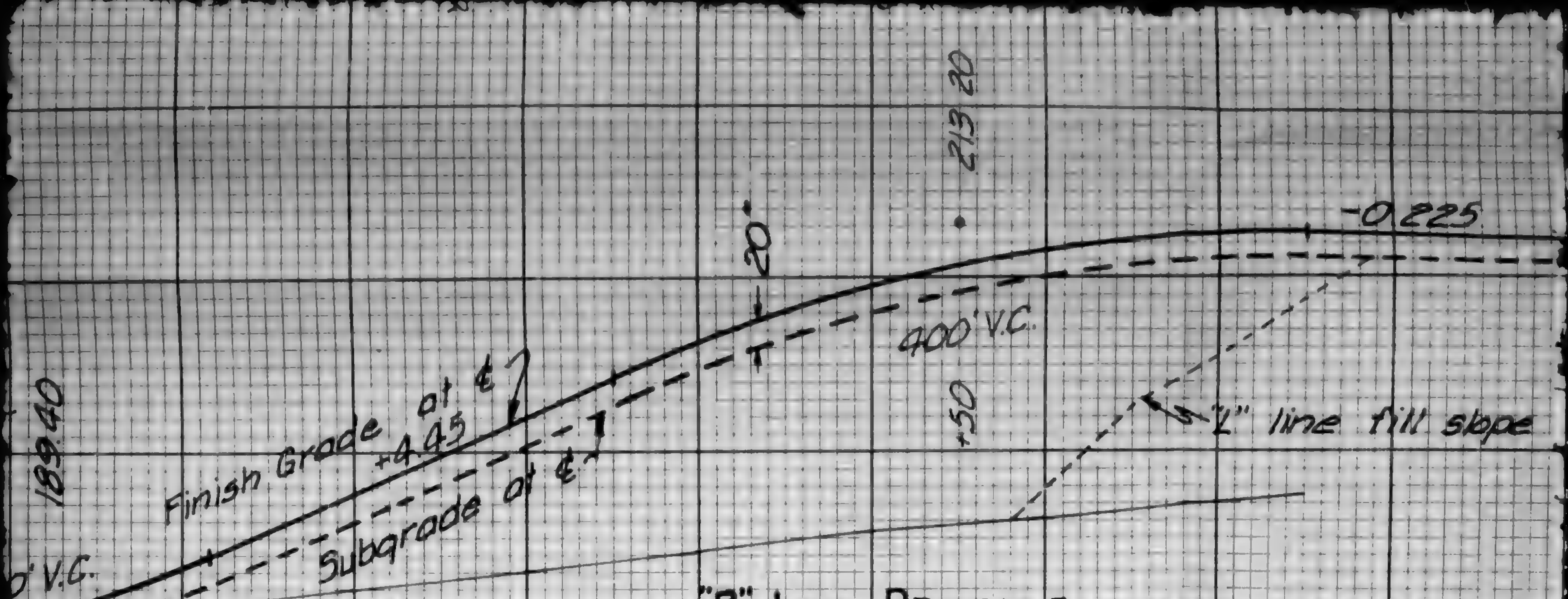

Match Exsiting Surface
℄ First St
Meet Existing Road
270.01
270
80' V.C.
+40
18"
Finished Grade at ℄
Subgrade at ℄
260
250
240
230
220
210
200
190

WATER SHED ROAD PROFILE

(For Plan See Sheets 3 & 4)

ORIGINAL SURVEY
NOTE BOOK
NO. ____
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

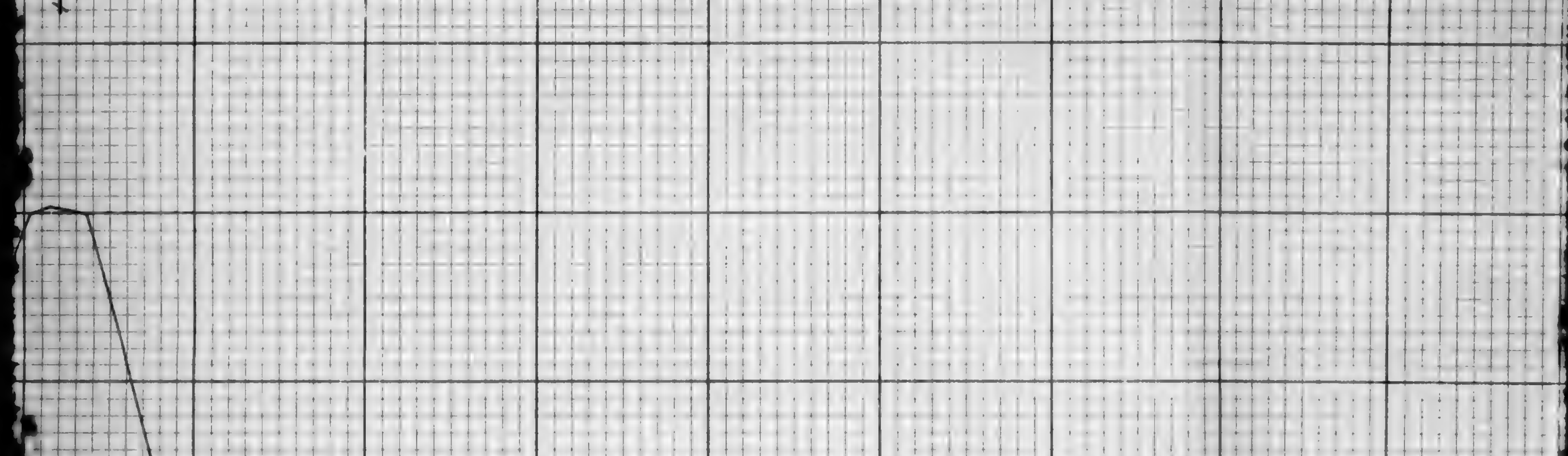

210
200
+15 Meet Existing Columbia River Hwy.
190
+0.95
200' V.C.
189.40
+15
180
230
220
210
200
190
"A" 1954+66.25 P.S.
Meet Existing Columbia River Hwy.
20"
+1.236
180
1955
1950


213.20
-0.225
20'
400' V.C.
+50
"L" line fill slope
189.40
Finish Grade at ℄
+4.45
Subgrade at ℄
0' V.C.
+15
1965
1970

"B" LINE PROFILE

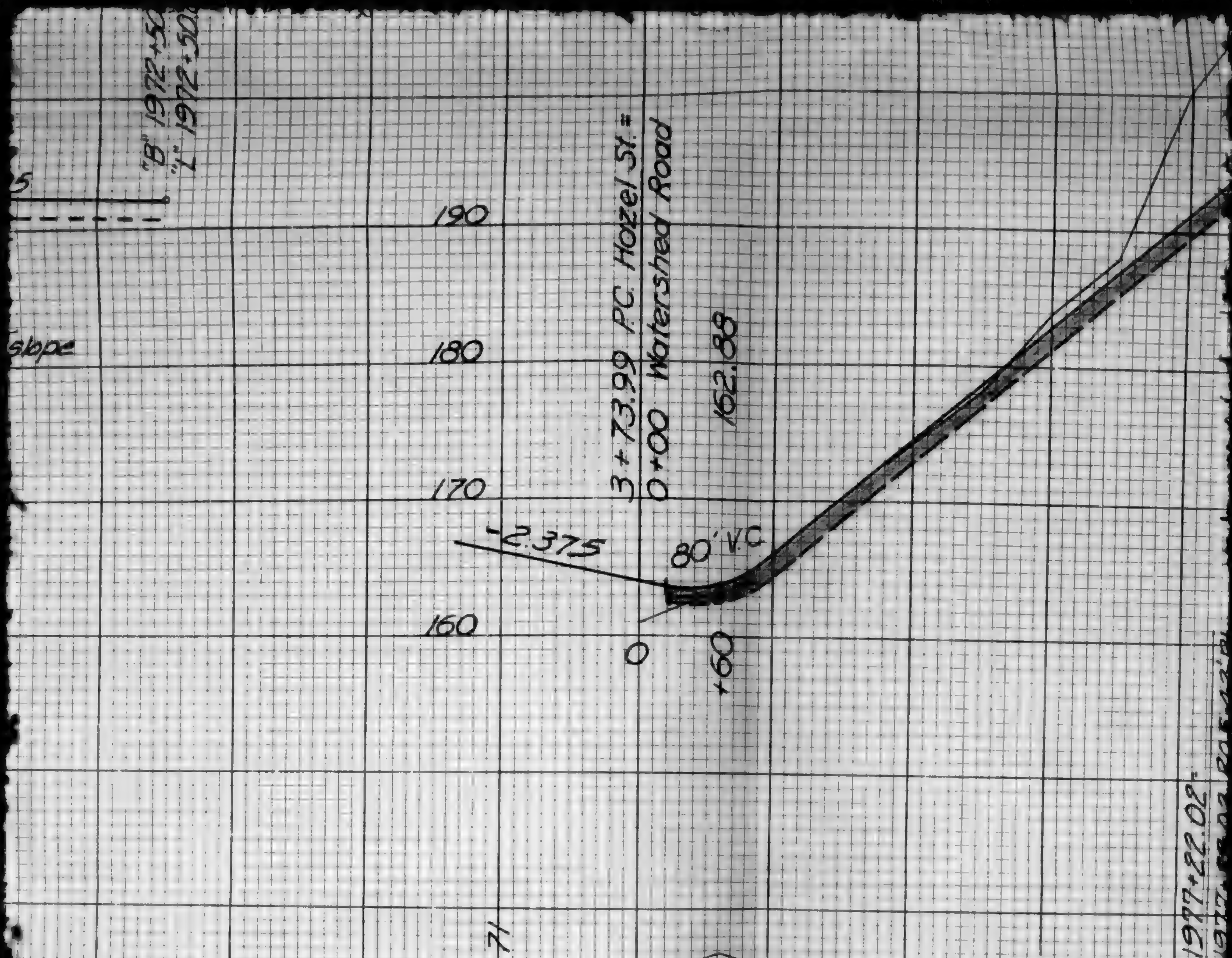
EAST CASCADE LOCKS INTERCHANGE

(For Plan See Sheet 5)

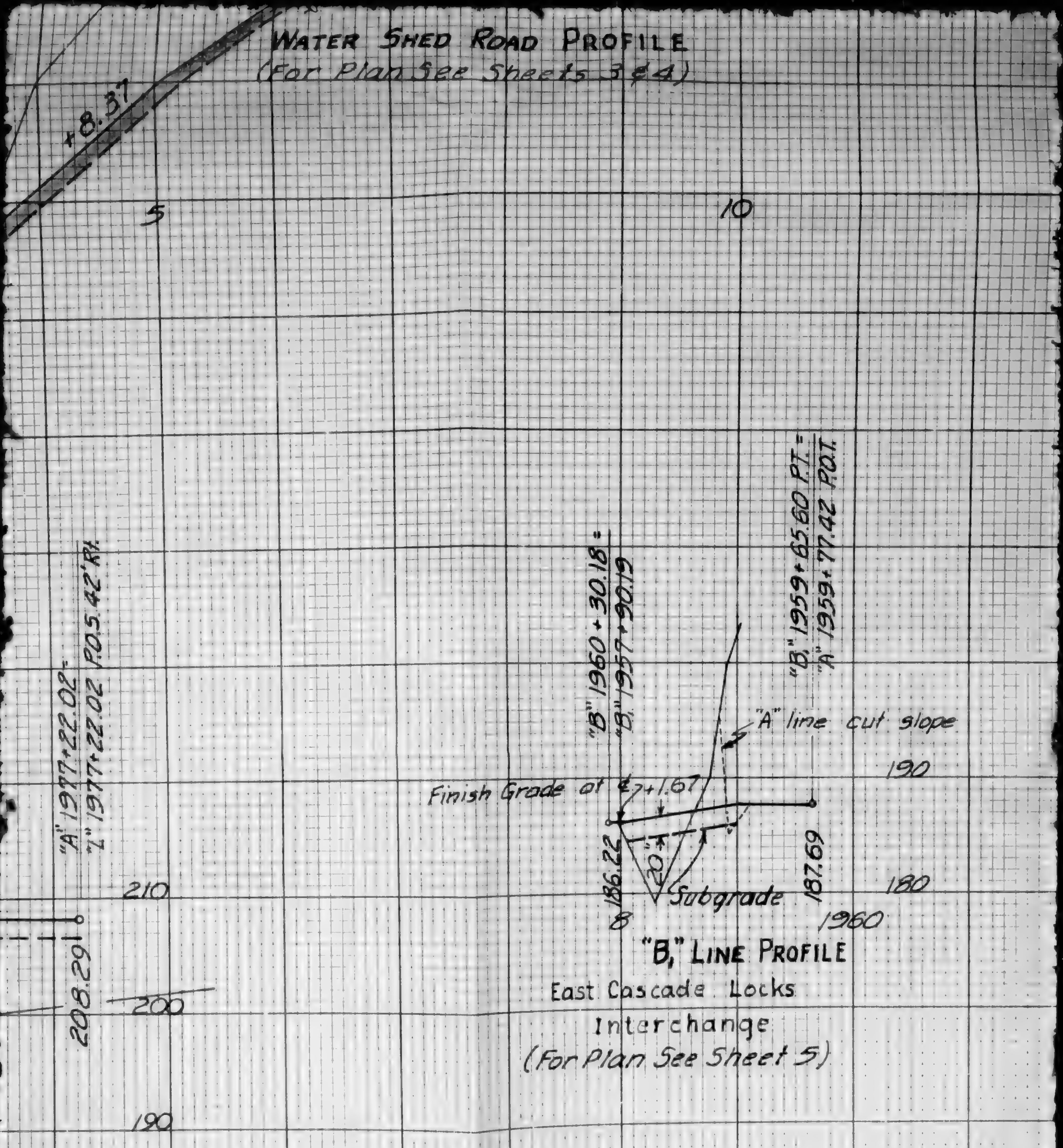

"L" 1962+00.00 P.O.T. =
"A" 1961+49.81 P.O.S.T.
196.62
+2.417
200' V.C.
Finished Grade at ℄
Subgrade at ℄
+00
Mat
1960
1965

"A" LINE PROFILE

EAST CASCADE LOCKS INTERCH


"B" 1972+50
"L" 1972+50
5
slope
190
180
170
160
3+73.99 P.C. Hazel St. =
0+00 Watershed Road
162.88
-2.375
80' V.C.
0
+60
208.71
-0.082
20"
"A" 1977+22.02
"L" 1977
.417
600' V.C.
+00
208.29
Material to be removed under Surfacing Contract
See Sheet 5 for quantities

FILE (For Plan See Sheet 5)
TERCHANGE 1920 1925



WATER SHED ROAD PROFILE
(For Plan See Sheets 3 & 4)

"B₁" LINE PROFILE
East Cascade Locks
Interchange
(For Plan See Sheet 5)

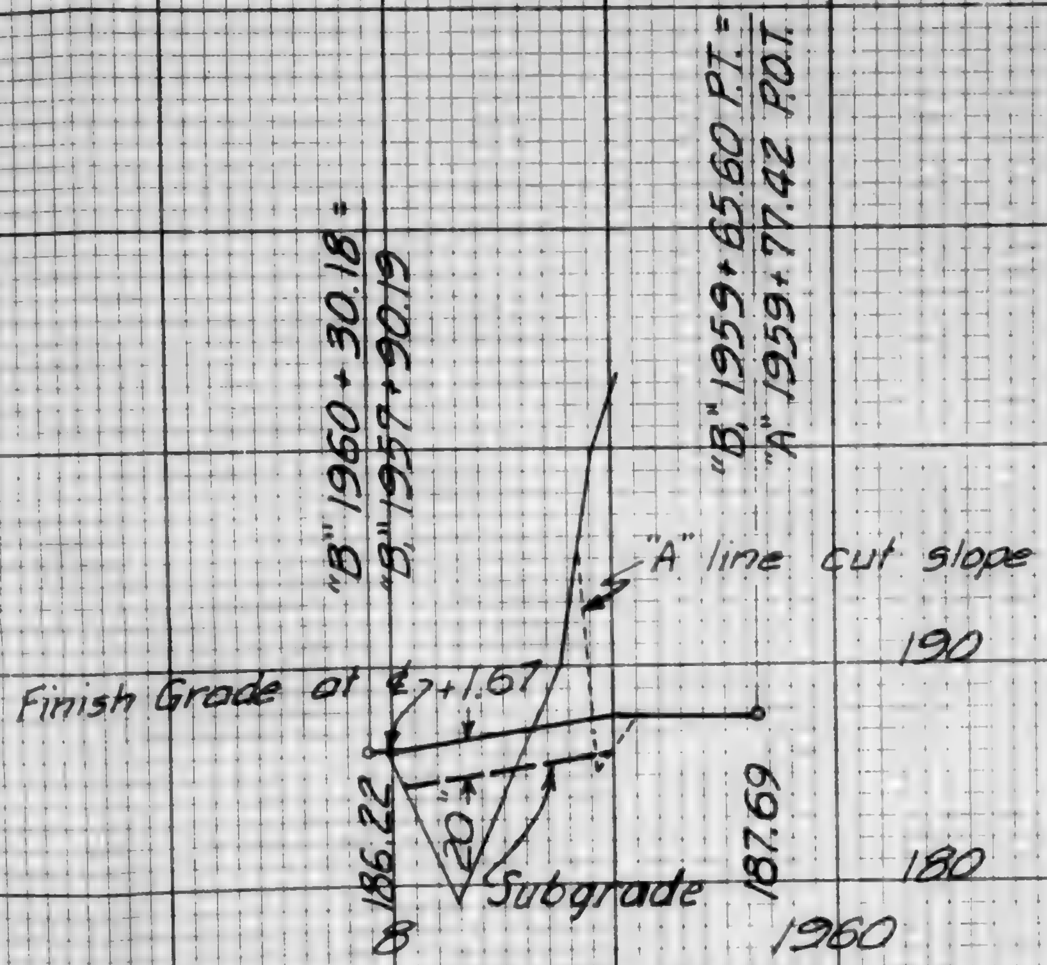
+8.37
5
10
"A" 1977+22.02=
"L" 1977+22.02 P.O.S. 42' Rt.
210
208.29
200
190
"B" 1960+30.18=
"B₁" 1957+90.19
"B₁" 1959+65.60 P.T.=
"A" 1959+77.42 P.O.T.
"A" line cut slope
190
Finish Grade at ℄
+1.67
186.22
20'
Subgrade
187.69
180
8
1960

WATER SHED ROAD PROFILE
(For Plan See Sheets 3 & 4)

200

190

10


"B" 1960+30.18"
"B1" 1959+90.19
"B1" 1959+65.60 P.T."
"A" 1959+77.42 P.O.T.
"A" line cut slope
190
Finish Grade at ℄ +1.67
186.22
20
Subgrade
187.69
180
8
1960

"B1" LINE PROFILE
East Cascade Locks
Interchange
(For Plan See Sheet 5)

A

RECEIVED
[illegible] 1960
FOR FILING
[illegible] 41
[illegible]

FORM 2-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1960

Mr. C. R. O'Neil
Route 2, Box 95
Creswell
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5639, awarded April 21, 1960, for grading the Cascade Locks Section of the Columbia River Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAY 25 1960
FOR FILING

I-80N. 2(11)41

[illegible]

A

May 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Cascade Locks Section
Columbia River Highway
Hood River County
Project No. I-80N-2(11)41

Dear Sir:

Herewith are two copies of the revised estimate for adjusting water lines of the City of Cascade Locks on the subject project.

This revised estimate is based on abandoning the 3/4" water lines, and to include an 18" conduit for the 8" water line where the highway intersects Edgewood Drive. The revised estimate is $1,439.20.

The formal agreement was approved April 28, 1960, and authorization to proceed with adjustment of utilities as of April 29, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Contract 5639 5-20-60 A

Monthly Transaction No.	Fo 1-2 (67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No.	FEDERAL-AID PROJECT AGREEMENT	County **Hood River**
		Project No. **I-80N-2(11)41**

RECEIVED
FOR FILING

I-80N-2(11)41
5639

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Approximate west city limits Cascade Locks east to west end Project I-80N-2(9)43, Item 36-C

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**3-11-60**	**1.6**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **436,064**	Federal funds $ **401,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **May 20, 1960**

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Cascade Locks Section, Project No. I-80N-2(11)41.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

April 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Cascade Locks Section, Project No. I-80N-2(11)41.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.
RNC:sw

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(11)41

CASCADE LOCKS SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 28, 1960

Type Code 0010
Roadway (Sta. 1894+50 thru Equa. 1980+02.02=196+24.51 to Sta. 197+22)(Contract No. 5639)

Clearing and Grubbing	All	Required		$ 22,000.00
Drainage Excavation, Unclassified	3,250	cu. yds.	$ 2.50	8,125.00
Embankment Foundation Excavation, Unclassified	6,000	cu. yds.	0.45	2,700.00
General Excavation, Location "A", Unclassified	206,400	cu. yds.	0.31	63,984.00
General Excavation, Location "B", Unclassified	148,700	cu. yds.	0.80	118,960.00
Short Overhaul	913,100	yd. sta.	0.005	4,565.50
Long Overhaul	16,800	C-yd. sta.	0.35	5,880.00
Finish Roadbed and Slopes	All	Required		1,500.00
Rounding Cutbanks	4,000	lin. ft.	0.15	600.00
Furnishing and Placing Topsoil	5,000	cu. yds.	1.00	5,000.00
15-inch Corrugated Metal Pipe	460	lin. ft.	3.40	1,564.00
24-inch Corrugated Metal Pipe	310	lin. ft.	6.05	1,875.50
48-inch Corrugated Metal Pipe	60	lin. ft.	15.20	912.00
18-inch Concrete Pipe	1,370	lin. ft.	4.15	5,685.50
24-inch Concrete Pipe	400	lin. ft.	5.85	2,340.00
24-inch Extra Strength Concrete Pipe	500	lin. ft.	7.00	3,500.00
30-inch Concrete Pipe	90	lin. ft.	8.20	738.00
Extra For Pipe Under Pavement	80	lin. ft.	7.00	560.00
8-inch Perforated Metal Drain Pipe	2,530	lin. ft.	2.10	5,313.00
Special Backfill in Drains	860	cu. yds.	5.50	4,730.00
15-inch Culvert End Sections	2	only	35.00	70.00
18-inch Culvert End Sections	6	only	45.00	270.00
15-inch Sewer Pipe	490	lin. ft.	2.80	1,372.00
Concrete Inlets, Type "D"	8	only	90.00	720.00
Concrete Inlets, Type "G-1"	8	only	95.00	760.00
Concrete Manholes	2	only	250.00	500.00
Class "A" Concrete	270	cu. yds.	58.00	15,660.00
Metal Reinforcement	43,000	lbs.	0.13	5,590.00
Type 2 Fence	1,170	rods	7.00	8,190.00
Metal Guard Rail	440	lin. ft.	2.85	1,254.00
Course Crushed Material in Base	2,300	tons	2.00	4,600.00
3/4" - 0 Material in Base	700	tons	2.20	1,540.00
Sprinkling	400	M-gal.	2.00	800.00
Preparation of Base	All	Required		200.00
3/4" - 0 Material in Binder Course	44	cu. yds.	4.75	209.00
Furnishing and Placing Aggregates	280	cu. yds.	5.25	1,470.00
RC-3 Asphalt	8	tons	60.00	480.00

120-150 Asphalt	20 tons	$ 60.00	$ 1,200.00
RS-1 Asphalt	8 tons	60.00	480.00
			$305,897.50
Signing (Temporary)	All Required		1,300.00
Slide Correction	All Required		75,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Work by City of Cascade Locks	All Required		7,500.00
Seeding and Mulching.	All Required		6,225.00
	Subtotal		$396,422.50
	10% Engr. & Cont.		39,641.50
		Total	$436,064.00

Length of Roadway . . . . 1.521 Miles
Length of 3 Structures. . . . . 0.120 Mile (Exception)
Total Length. . . . . 1.641 Miles
Cost of Roadway Per Mile. $286,695.59

Federal Funds	$401,000.00
State Funds	35,064.00
	$436,064.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1930;
Chap. 529, laws 1939.

State Funds For Maint: Chap. 529, laws 1939

CASCADE LOCKS SECTION

PROJECT NO. I-80N-2(11)41

Estimated costs of work by City of Cascade Locks.

Power Line	
Labor	$ 966.40
Material	736.51
Miscellaneous	212.60
Salvage Credit	437.76 Cr.
Water Line	
Labor	1,825.70
Material	1,590.00
Miscellaneous	2,954.00
Salvage Credit	265.00 Cr.
	$ 7,582.45
Use	$ 7,500.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(11)41

CASCADE LOCKS SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 25, 1960

Type Code 0010
Roadway (Sta. 1894+50 Thru Equa. 1980+02.02-196+24.51 to Sta. 197+22)

Clearing and Grubbing	All	Required	$	$ 42,000.00
Drainage Excavation, Unclassified	3,250	cu. yds.	3.00	9,750.00
Embankment Foundation Excavation, Unclassified	6,000	cu. yds.	0.60	3,600.00
General Excavation, Location "A", Unclassified	206,400	cu. yds.	0.30	61,920.00
General Excavation, Location "B", Unclassified	148,700	cu. yds.	0.85	126,395.00
Short Overhaul	913,100	yd. sta.	0.01	9,131.00
Long Overhaul	16,800	C-yd.sta.	0.35	5,880.00
Finish Roadbed and Slopes	All	Required		3,500.00
Rounding Cutbanks	4,000	lin. ft.	0.20	800.00
Furnishing and Placing Topsoil	5,000	cu. yds.	2.00	10,000.00
15-inch Corrugated Metal Pipe	460	lin. ft.	4.25	1,955.00
24-inch Corrugated Metal Pipe	310	lin. ft.	7.50	2,325.00
48-inch Corrugated Metal Pipe	60	lin. ft.	25.00	1,500.00
18-inch Concrete Pipe	1,370	lin. ft.	4.50	6,165.00
24-inch Concrete Pipe	400	lin. ft.	6.00	2,400.00
24-inch Extra Strength Concrete Pipe	500	lin. ft.	7.00	3,500.00
30-inch Concrete Pipe	90	lin. ft.	8.50	765.00
Extra for Pipe Under Pavement	80	lin. ft.	3.00	240.00
8-inch Perforated Metal Drain Pipe	2,530	lin. ft.	2.50	6,325.00
Special Backfill in Drains	860	cu. yds.	6.00	5,160.00
15-inch Culvert End Sections	2	only	40.00	80.00
18-inch Culvert End Sections	6	only	50.00	300.00
15-inch Sewer Pipe	490	lin. ft.	3.50	1,715.00
Concrete Inlets, Type "D"	8	only	90.00	720.00
Concrete Inlets, Type "G-1"	8	only	100.00	800.00
Concrete Manholes	2	only	275.00	550.00
Class "A" Concrete	270	cu. yds.	55.00	14,850.00
Metal Reinforcement	43,000	lbs.	0.14	6,020.00
Type 2 Fence	1,170	rods	6.25	7,312.50
Metal Guard Rail	440	lin. ft.	3.00	1,320.00
Coarse Crushed Material in Base	2,300	tons	3.25	7,475.00
3/4" - 0 Material in Base	700	tons	3.50	2,450.00
Sprinkling	400	M-gal.	3.00	1,200.00
Preparation of Base	All	Required		200.00
3/4" - 0 Material in Binder Course	44	cu. yds.	6.00	264.00
Furnishing and Placing Aggregates	280	cu. yds.	6.00	1,680.00
RC-3 Asphalt	8	tons	60.00	480.00
120-150 Asphalt	20	tons	55.00	1,100.00

RS-1 Asphalt	8 tons	$60.00	$ 480.00
			$352,307.50
Signing (Temporary)	All Required		1,300.00
Slide Correction	All Required		75,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Work by City of Cascade Locks	All Required		9,500.00
Seeding and Mulching, etc.	All Required		6,225.00
	Subtotal		$444,832.50
	10% Engr. & Cont.		44,482.50
	Total		$489,315.00

Length of Roadway - - - - - - - -	1.521 Miles
Length of 3 Structures- - - - - -	0.120 Mile (Exception)
Total Length- - - - - - - - - - - -	1.641 Miles
Cost of Roadway Per Mile- - - -	$321,706.11

Federal Funds -	$450,000.00
State Funds -	39,315.00
	$489,315.00

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MAY 10 1960
FOR FILING

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5639

May 9, 1960

Oregon State Highway Commission

Gentlemen:

Effective at 8:00 a.m. on Monday, May 9, 1960, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Cascade Locks Section of the Columbia River Highway. This covers a section of highway where reconstruction is under way at the present time.

Your concurrence is recommended in the establishment of a 35-mile-per-hour construction speed zone on the Columbia River Highway, No. 2, between M.P. 43.0 and M.P. 43.8.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. P. M. Stephenson
Mr. F. B. Crandall

VPJ:pk as

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MAY 6 - 1960
FOR FILING

I-80N-2(11)41

5639

A

May 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Cascade Locks Section of the Columbia River Highway in Hood River County, Contract No. 5639, in connection with Federal Aid Project No. I-80N-2(11)41.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED

I-80N-2(11)41

5639

A

When replying, refer to
08-35.5

408 State Highway Building
Salem, Oregon

May 3, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

Re: Water facility adjustment
Cascade Locks Section
Columbia River Highway
Project I-80N-2(11)41

Dear Sir:

Reference is made to your letter of April 29, 1960.

The formal agreement between the State and the city of Cascade Locks covering the subject adjustment was approved April 28, 1960. Authority to proceed with the work outlined in the plans and estimate dated April 20, 1960 is granted as of April 29, 1960.

Approval is given contingent upon the making by the State of a determination of the relative costs of the proposed removing and salvaging of pipe now in place compared to the compensation for the remaining useful life of the pipe abandoned in place. Normally the cost of removal exceeds the salvage value of the pipe, particularly when the pipe is of small diameter. Participation will be limited to the lesser amount.

The city's cost estimate appears to be unreasonably high; however, inasmuch as reimbursement is limited to actual costs incurred, this matter will be resolved at time of audit.

Approval is subject to the provisions of FPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Porter
Edwards

RECEIVED
APR 29 1960
FOR FILING

5639

April 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Cascade Locks Section
Columbia River Highway
Hood River County
Project No. I-80N-2(11)41

Dear Sir:

Herewith are the following data in connection with adjusting the water facilities of the City of Cascade Locks on the above project.

1. Two copies of the City's estimate for adjusting the water facilities.

2. Two copies of the sketch map showing the revisions.

Copies of the agreement with the City covering these adjustments were submitted April 26 in connection with the City's power line adjustments.

Your approval of this agreement and authorization to proceed with the work of water facility revisions as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.

DBP:sw

RECEIVED
MAY 2 - 1960
FOR FILING

5639

When replying, refer to: 08-35.5

408 State Highway Bldg.
Salem, Oregon

April 28, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

Re: Utility adjustment
City of Cascade Locks
Columbia River Highway
Project I-80N-2(11)41

Dear Sir:

Reference is made to your letter of April 26, 1960.

We hereby approve the formal agreement dated August 21, 1959, entered into between the State and the subject City regarding the adjustment of facilities. Authorization to proceed with the work is granted as of April 26, 1960. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
Acting Division Engineer

RECEIVED
APR 27 1960
FOR FILING

5639

April 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 11, 1960, on Contract No. 5639, Cascade Locks Section, in Hood River County, in Connection with Federal Aid Project No. I-80N-2(11)41.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

RECEIVED
APR 27 1960
FOR FILING

5639

April 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Cascade Locks Section
Columbia River Highway
Hood River County
Project No. I-80N-2(11)41

Dear Sir:

Herewith are the following data in connection with adjusting the power facilities of City Light, Cascade Locks, on the above project:

1. Two copies of the agreement with the City of Cascade Locks which establishes the obligation of the State to reimburse the City.

2. Two copies of the City's estimate for adjusting its power lines.

3. Two copies of work sheets and sketches prepared by the City covering the adjustments.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By J.A.H.

For R. L. Porter
Office Engineer

DBP:sw

RECEIVED
APR 25 1960
FOR FILING
[illegible]

5639

A

April 22, 1960

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Sir:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5639 for grading on the Cascade Locks Section of the Columbia River Highway in Hood River County.

This award was based on your bid of $305,897.50, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED

FOR FILING

5639

When replying, refer to:
06-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5639 for Oregon Project I-80N-2(11)41, Cascade Locks Section, Columbia River Highway, to G. R. O'neil of Creswell, Oregon, low bidder in the amount of $305,897.50 at the March 29, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED

I-80N 2 (11)41

5639 When replying, refer to:
08-35.4-0

408 State Highway Building
Salem, Oregon

March 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-2(11)41, Cascade Locks Section, Columbia River Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED
FEB 23 1960
FOR FILING

I-80N-2(11)41

5639

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 19, 1960

To:
Mr. Ivan D. Merchant
Mr. Tom Edwards
Mr. R. L. Porter

Spec. — Cascade Locks

SUBJECT: Contract scheduling - Dodson-Bonneville and Cascade Locks Bypass

The schedule of contract for the Dodson-Bonneville and Cascade Locks Bypass is as follows:

Dodson-Bonneville

The grading contract is set up for a May 31 bid opening and must include the bridges over Moffet Creek and the Warrendale connection. It would be very advantageous to have the McCord Creek Bridge in this same contract. The paving contract is to be let this fall, probably in November, and will include the Tanner Creek Bridge and interchange and the extension of the Bonneville traffic connection.

Cascade Locks Bypass

The easterly section of grading is to be let immediately without the inclusion of the bridges. This fall, probably in October, the paving and grading of a short section on the westerly end is to be let, including the street overcrossings at Moody and Hazel Streets and the interchange structures at each end of the project.

GSP:gm

G. S. Paxson

cc Mr. W. C. Williams
Mr. Forrest Cooper

FORM 8-30

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

I-80N-2(11)41

5639

February 11, 1960

NOTED
W. C. WILLIAMS

([illegible])

Mr. Donald K. Shelton, Superintendent
Hood River County School District
Post Office Box 418
Hood River, Oregon

Dear Sir:

Your recent letter to Mr. Earl Saling regarding drainage problems caused by our proposed construction through Cascade Locks has been handed to this office for reply.

It is the policy of the Highway Department to maintain all existing drainage channels and not shift drainage from one channel to another. We have followed this policy in the design of our highway through Cascade Locks and I do not believe there is any reason for alarm in this case.

It is true that in paving a highway the highest run-off stage is speeded somewhat, since water runs off the pavement at a faster early rate. However, after ground is saturated there is no difference in the total discharge. This same condition is created whenever a house or building is constructed.

I might point out to you one bad condition that presently exists and might give the school some trouble in the future. One of the drainage channels in this area has been blocked by the construction of a street and the school yard across this channel without any apparent measures being taken to care for the drainage from this channel.

The condition, as it exists today, was created by others so cannot be considered the responsibility of the Highway Department.

I trust this answers your question, and if we can be of further service to you please contact us.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

RECEIVED
FEB 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

DJB:law:jw

cc W. C. Williams ✓

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1960

SUBJECT:

To: Mr. Tom Edwards
Construction Engineer
OFFICE

Attention: D. J. Barbee

Attached is a letter from Donald K. Shelton, Superintendent of Hood River School District dated January 12, 1960 in regard to a drainage problem in Cascade Locks.

Will you please have some one advise Mr. Shelton direct as this would be a construction item entirely since the State is not acquiring any of the School District's property or building the highway along side either one of the School District's buildings or school grounds.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:jm
encl. Letter

cc: Mr. Donald K. Shelton, Supt.

Barbee
Fld

CONSTRUCTION DIVISION
RECEIVED
JAN 18 1960
NOTED- ☑ ☐ ☐ ☐ ☐

DONALD K. SHELTON
SUPERINTENDENT

WM. J. TOBIN
SUPERVISOR

JOHN L. SHELDRAKE
DISTRICT CLERK

BOARD OF DIRECTORS
JAN KOHAHARA - CHAIRMAN
McDON L. BONTA
WILLIAM E. LARCH
C. KING BENTON, JR
L. STERLING HANEL

Hood River County School District
P. O. BOX 418
HOOD RIVER OREGON

January 12, 1960

Mr. Earl Saling
Right-of-Way Office Manager
Oregon State Highway Department
Salem, Oregon

Dear Mr. Saling:

We understand that in your proposed freeway route through the community of Cascade Locks, a large fill is anticipated immediately south of the existing school site.

We also understand, perhaps incorrectly, that this large fill at a higher elevation, may cause drainage problems in that area. We would be interested in your evaluation of this problem and should such a problem exist, the steps that your department will take to protect the interests of our school district in this case.

We will appreciate hearing from you at your earliest convenience so that we may plan cooperatively toward the time when your installation will be made.

Sincerely yours,

Donald K. Shelton
Superintendent

DKS:lr

NOTI

F F SALIN

FORM E-123-X 50M

RECEIVED
JAN -7 1960
FOR FILING
I-80N 2(11)
5639

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

January 5, 1960.

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Progress Voucher No. 1
Cascade Locks-Bypass Section
Columbia River Highway
Hood River County
Project No. I-80N-2(12)41

Dear Mr. Polk:

This letter is in reply to your Statement of Items for Administrative Review dated December 23, 1959.

The credits cited were accrued subsequent to the preparation of Progress Voucher No. 1 and are correct. No protest is offered.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:mr
cc: Mr. W. C. Williams
Mr. L. I. Lindas

RECEIVED
JAN - 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN - 7 1960
FOR FILING
I-80N-2(11)
5639

NOTED
W. C. WILLIAMS

FORM E-123-X 50M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 5, 1960.

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Progress Voucher No. 1
Cascade Locks-Bypass Section
Columbia River Highway
Hood River County
Project No. I-80N-2(12)41

Dear Mr. Polk:

This letter is in reply to your Statement of Items for Administrative Review dated December 23, 1959.

The credits cited were accrued subsequent to the preparation of Progress Voucher No. 1 and are correct. No protest is offered.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:mr
cc: Mr. W. C. Williams
Mr. L. I. Lindas

RECEIVED
JAN - 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

S-102(5) Sams Valley Jct.-Modoc Rd. 1960
Sec. (Paving)
#5640

ClA 2192 3-23 60

RECEIVED

W. C. Williams

S-102(5

NOTED
W. C. WILLIAMS

November 9, 1960

Sams Valley Jct. -Modoc Road
Contract No. 5640
5640

FINAL COST ANALYSIS
Paving
Contractor: Rogue River Paving Co.
Resident Engineer: Jack McCormick

Prefix: 515-1073
Project: S-102(5)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asph. Conc. Mixture	10,828.21	Ton	4.35	3.73	40,382.29	47,102.71
Asphalt in Mixture	559.7	Ton	35.90	35.76	20,013.20	20,093.23
3/4"-0 Mat'l in Shoulders	2,000	Cu. Yd.	2.85	2.82	5,645.60	5,700.00
Sprinkling	240.5	M-Gal.	3.50	2.93	704.85	841.75
PA#1 3/4"-0 Mat'l in Shoulders	780	Cu. Yd.	2.85	2.60	2,030.78	2,223.00
PA#1 1-1/2" Mat'l in Shoulders	320	Cu. Yd.	2.75	2.72	870.61	880.00
Force Account					253.12	263.37
					$69,900.45	$77,104.06

Gross Revenue	$ 77,104.06
Total Cost	69,900.45
Net Profit	$ 7,203.61

Net Profit equals 9.3% of Gross Revenue

DETAIL OF COST - Contract No. 5640

Labor:			
Supervision		$ 1,050.00	
Labor		4,675.78	
Labor Insurance		283.80	
Health, Welfare and Pension		246.00	$ 6,255.58
Materials:			
Asphalt in Mixture	559.7 Ton @ $34.90	19,533.53	19,533.53
Equipment Rental and Miscellaneous Expense:			
Equipment Rental, Owned		8,549.30	
Equipment Rental, Hired fully operated		3,890.00	
Gas, Oil and Grease		1,122.77	
Bond		578.28	
P.U.C.		62.00	
P.L. and P.D. Insurance		165.00	
Small Tools and Miscellaneous Supplies		250.00	
Freight and Cartage		1,269.72	
Amt. Paid Hughes & Dodd for Crushing Gravel		23,721.22	
Home Office and General Overhead		1,352.60	
Heating Oil		3,150.45	44,111.34
	TOTAL COST		$ 69,900.45

Remarks - Contract No. 5640

This was a "Federal Aid Secondary Project" calling for the paving of 4.51 miles of highway roadbed on the Sams Valley Junction-Modoc Road Section of the Table Rock Road in Jackson County.

The contract was bid March 29, 1960, awarded April 21, 1960. Work started June 6th and the project was completed August 5, 1960.

The subcontractor, Hughes and Dodd, moved in and set up their crushing plant approzimately one half mile from the highway near the center of the project. Crushing started June 6, 1960 with low production for a short period. Later production was increased due to better organization. The crushing was completed July 13, 1960.

The contractor moved in and set up his continuous paving plant at the site where the crushing subcontractor stockpiled the paving aggregate. Paving was started on July 12, 1960 and was completed July 28, 1960. A total of 10,828 tons of Class B asphaltic concrete was laid in 110 hours for an average of 103 tons per hour which was good production. Equipment used was: one continuous paving plant, one Barber Greene paver, seven 8-cubic yard hired trucks, and two rollers.

It required nearly four days to do the shoulder oiling and the equipment used was one distributor, four 8-cubic yard trucks, one motor grader, one three-wheel 10-ton roller and one water truck.

The contractor had good bid prices, good equipment, and personal supervision, realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

Gearge Kayser

RECEIVED
AUG 11 1960
FOR FILING

5-102 (5)
5640

August 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 5, 1960, on Contract No. 5640, Sams Valley Junction-Modoc Road Section, in Jackson County, in connection with Federal Aid Project No. S-102(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JA:bb

cc: Clarence G. Swenson

Form E-1—(Rev.)—

S-102(5)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 5 Aug 60, 19

Section Sams Valley Junc - Modoc Rd

Kind of work paving

Highway Table Rock Rd County Jackson

Section prefix 515-1073

Contractor Rogue River Paving Co

Contract number 5640

Date of contract 21 Apr 60, 19

Specified work days 85

Date work started 6 June 60, 19

Work days used 62

Project authorization . . . . . $ 86,635.58

Exclusive of engineering . . . . $ 80,474.33

Per cent of time elapsed 79 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 77,304.06

Estimated per cent overrun or underrun . . . . . underrun . 3.94 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 6160.75

Engineering cost to date $ 5500, 89 %

Date project was completed 5 Aug 60, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed shoulders on Wednesday of this week. Re-rolling top course AC, Thursday and Friday to bring compaction into specifications. Base course tested OK.

Semi-final will be submitted by Tuesday of next week.

Project completed.

FINAL REPORT

Compaction all OK now
RK.

NOTED
[illegible]

NOTED
[illegible]

CONSTRUCTION DIVISION
RECEIVED
AUG 8 1960

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

NOTED
C. E. PAULSEN

Signed Jack C. McCormick res engr

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.51			4.51
Miles partially completed		4.51			4.51
Miles completed		4.51			4.51
Total estimated quantities (contract)		2,000			11,200
Total quantities corrected to date		3,300			10,828.21
Estimated quantities moved or placed to date		3,300			10,328.21
Average daily quantities		200			0
Average daily quantities necessary to complete project on time		0			0
Number shifts per day		1			1
Hours per shift		8			8
Average force on project for week		9			2

Men	8
Supervision	1
Men and trucks under 3 tons	3
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....
tool truck 1 Barber-Green paver 1;
Compressors ...., Bulldozers 1, Compaction rollers 2; front end loader 1; paving plant 1; water wagon 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	fair		
Friday	fair		
Saturday			

A

RECEIVED
JUN 14 1960
FOR FILING

S 102(5)

5640

June 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 6, 1960, on Contract No. 5640, Sams Valley Junction-Modoc Road Section, in Jackson County, in connection with Federal Aid Project No. S-102(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
JUN -7 1960
FOR FILING
S-102(5)
5640

A

FORM 2-133

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Rogue River Paving Co.,
P. O. Box 942
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5640, awarded April 21, 1960,
for paving the Sams Valley Jct.-Modoc
Road Section of Table Rock Road in
Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

Contract 5640 5-20-60 A

Monthly Transaction No. RECEIVED	-2 (57) U.S. DEPARTMENT OF COMMERC BUREAU OF PUBLIC ROAD	ate **Oregon**
Project Report No. 0 FOR FILING	**FEDERAL-AID PROJECT AGREEMENT**	County **Jackson**
		Project No. **S-102(5)**

S 102 (5) The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355) 5640 as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Jct. Sams Valley Hwy. S. 4.5 Mi.
(Sams Valley-Modoc Road Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	3-9-60	4.5
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 84,710	$ 51,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
~~Deputy~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

Date executed by Division Engineer **May 20, 1960**

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Sams Valley Jct.-Modoc Road Section, Project No. S-102(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNG:jb

May 2, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Sams Valley Junction-Modoc Road Section, Project No. S-102(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-102(5)

SAMS VALLEY JUNCTION-MODOC ROAD SECTION

OF THE TABLE ROCK ROAD IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 3, 1960

Type Code 6201
Roadway (Sta. 0+00 to Sta. 238+00)(Contract No. 5640)

Asphaltic Concrete Mixture	11,200 tons	$4.35	$48,720.00
Asphalt in Mixture	616 tons	35.90	22,114.40
3/4" - 0 Material in Shoulders	2,000 cu. yds.	2.85	5,700.00
Sprinkling	50 M-gal.	3.50	175.00
			$76,709.40
Signing (Temp.)	All Required		200.00
Flagging (57½% of Contractors Cost)	All Required		100.00
	Subtotal		$77,009.40
	10% Engr. & Cont.		7,700.60
	Total		$84,710.00

Length of Roadway 4.508 Miles
Cost of Roadway per Mile $18,791.0

Federal Funds -	$51,000.00
State Funds -	16,855.00
County Funds -	16,855.00
	$84,710.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Jackson County with the Highway Department.

A

RECEIVED
MAY 3 - 1960
FOR FILING
S-102 (5)

5640

May 2, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 276, covering directional signing on the Sams Valley Junction-Modoc Road Section of the Table Rock Road in Jackson County, Contract No. 5640, in connection with Federal Aid Project No. S-102(5).

This work is necessary for the direction and guidance of traffic and was an anticipated item of the contract. The contractor is not equipped to do the work. The State has the necessary equipment and experienced crews to do the work. The amount is too small to be done by separate contract.

The total estimated amount of the order is $800 with Federal participation of $440.

Your approval of this order under the provisions of PPM 21-6.3 on the basis of actual cost is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:er
Encl.

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
H. S. COX

April 29, 1960

NOTED
Harold C. Ayers

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

Dear Mr. Carstensen:

This is to advise that Contract No. 5640 has been awarded to Rogue River Paving Company for paving the Sams Valley Junction-Modoc Road Section of FAS 273. Enclosed is a copy of the above mentioned contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

NOTED
JOHN D. GRAHAM

A

RECEIVED
APR 25 1960
~~FOR FILING~~
S 102(5)

5640

April 22, 1960

Rogue River Paving Company
P. O. Box 942
Medford, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5640 for paving on the Sams Valley Junction-Modock Road Section at the Table Rock Road in Jackson County.

This award was based on your bid of $76,709.40, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4/11/60	cc 594	

INVOICE NUMBER 64508

CREDIT DISTRIBUTION
515-1073-297

Jackson County
Medford, Oregon
Attn: County Court

Make checks payable to the Oregon State Highway Department

NOTED
C. G. SWENSON

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$17,300.00
Partial transfer county advance deposit for Sams Valley Junction-Modoc Road Section, FAS 273, covered by agreement dated April, 1960			13,800.00
To be retained			$ 3,500.00

RECEIVED
APR [illegible]

ACKNO[illegible]ING REQUEST

A-150 (REVISED 12-59)

NOTED
V. R. JONES

NOTED
H. S. COX

Salem, Oregon
April 6, 1960

Mr. C. H. Maison
OFFICE

Advance Deposit
FAS 273, Jackson County

Attention: Mr. John Herr

NOTED
Harold C. Ayers

Attached is Jackson County Warrant No. 7841 in the amount of $17,400 which represents the county's share in the estimated cost for construction of the Sams Valley Junction-Modoc Road Section of FAS 273 in Jackson County.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

Partial Payment 4-7-60

NOTED
[illegible]

NOTED
H. S. COX

NOTED
C. G. SWENSON

March 30, 1960

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
Harold C. Ayers

Dear Mr. Carstensen:

On March 29, a satisfactory bid was received from the Rogue River Paving Company of Medford, Oregon, for construction of the Sams Valley Junction-Medoc Road Section of FAS 273. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$76,709.40
Anticipated Additional Items	
Signing	200.00
Flagging (State Share)	100.00
Engineering & Contingencies (12½%)	9,588.68
Estimated Total Cost.	$86,598.08
County Advance Deposit	
20% of $86,598	$17,300.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $17,300, forwarding same to this office. If the deposit is received prior to April 15, a contract can be awarded at the next scheduled Highway Commission meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

Deposit Received 4-6-60
Prefix
Contract #

HSC:mm

RECEIVED
MAR 24 1960
FOR FILING

S 102(5)

5640

e

March 23, 1960

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing for the records and files of Jackson County a fully executed copy of an agreement between the State Highway Commission and Jackson County covering the Sams Valley Junction-Modoc Road Section of the Table Rock County Road, FAS 273, in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

P

RECEIVED
MAR 28 1960
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2772

Salem, Oregon
March 23, 1960

FAS Project Agreement
FAS 273, Jackson County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. Robert H. Prange
Field Engr., County & City Relations

Attached is a conformed copy of an agreement with Jackson County covering the Sams Valley Junction-Modoc Road Section of the Table Rock County Road, FAS 273, in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1960

SUBJECT: FAS Project Agreement
FAS 273, Jackson County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Sams Valley Junction-Modoc Road Section of the Table Rock County Road, FAS 273, in Jackson County. Two copies have been signed by the proper county officials and, after having received your signature of approval, may be presented to the Highway Commission.

This project was approved by the Commission 12/16/59.

Robert H. Prange
Robert H. Prange
Field Engr., County & City Relations

RHP:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59 Min. Page 18
Floyd Query
Secretary

RECEIVED
MAR 22 1960
FOR FILING
S-102(5)

5640

March 21, 1960

Oregon State Highway Commission

Gentlemen:

There will be before you at the next Commission meeting an agreement with Jackson County covering a federal-aid-secondary county road project on the Table Rock County Road in Jackson County. This project was approved by the Highway Commission on December 16, 1959.

Your approval of the agreement is recommended.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson
Mr. R. L. Porter
Mr. C. G. Swanson
Mr. C. H. Maison

[illegible] ee

RECEIVED
APR 12 1960
FOR [illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

~~AGENDA~~
~~APR 21 1960~~

March 21, 1960

Oregon State Highway Commission

Gentlemen:

There will be before you at the next Commission meeting an agreement with Jackson County covering a federal-aid-secondary county road project on the Table Rock County Road in Jackson County. This project was approved by the Highway Commission on December 16, 1959.

Your approval of the agreement is recommended.

Very truly yours,

W. C. Williams
State Highway Engineer

Not necessary to be put on agenda
Previously approved in Dec, 1959
and submitted to Commission
for signature and [illegible]

NOTED
FLOYD QUERY

Salem, Oregon
March 17, 1960

FAS Project Agreement
FAS 273, Jackson County

Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Sams Valley Junction-Modoc Road Section of the Table Rock County Road, FAS 273, in Jackson County. Two copies have been signed by the proper county officials and, after having received your signature of approval, may be presented to the Highway Commission.

This project was approved by the Commission 12/16/59.

Robert H. Prange
Field Engr., County & City Relations

RHP:mm
Att.

March 14, 1960

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

Dear Mr. Carstensen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Sams Valley Junction-Modoc Road Section of FAS 273 upon which bids will be received March 29.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $109,200; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, the county clerk attest, with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than March 23.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

Signed Agreement received from County 3-17-60

JDC:mm
Encl.

NOTED

NOTED
C. G. SWENSON

NOTED
John F. Hagemann

MEMO TO J. W. NASH
February 11, 1960

FAS 273, JACKSON COUNTY

TERMINI: From FAS 271 southerly to 1 mile north Rogue River (Sams Valley-Modoc Road Section).

PROPOSED WORK: Construct 2-lane high-type surface.

PROJECT LENGTH: 4.51 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION:	$110,000	$66,000	$22,000	$22,000	(County)

EXISTING FACILITY

ROADWAY: Existing 18'+/- wide bituminous wearing surface which is being widened to a roadway width of 32' by Jackson County. Correction of a substandard horizontal curve is also being accomplished by Jackson County by grading and placing base and leveling material. This work is being performed by Jackson County to approved highway department standards. No substandard grade or alignment will remain after the above county construction is completed.

STRUCTURES: East Fork Snyder Creek - R.C.D.G. bridge 88' long, H.C. 26', H-20, constructed in 1954. To remain in place.

ADJACENT SECTIONS

NORTH END: Northerly terminus FAS 273.

SOUTH END: 22' wide bituminous wearing surface with 9' shoulders.

PROJECT DATA: Construct a 22' wide asphaltic concrete wearing surface with 4' shoulders on roadway reconstructed by Jackson County as described under "existing facility."

ROW WIDTH:	50' minimum.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
MINIMUM DESIGN STANDARDS:	No exceptions.
UNUSUAL OR COMPLICATED SITUATION:	None.

Route data submitted under S-102(1), (2), (3), and DS-102(4).

JFH:mm

NOTED
C. G. SWENSON

December 21, 1959

NOTED
V. R. JONES

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
Harold C. Ayers

Fas 273

Dear Mr. Rynning:

On December 16 the Highway Commission approved the county FAS project as described in the attached tabulation which is believed to conform with your request. Preliminary engineering for this project will be performed under the supervision of our division office with headquarters in Roseburg.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Att: Tab. 59-h

NOTED
JOHN D. GRAHAM

File

PROPOSED PROJECT
JACKSON COUNTY

FAS 273, Sams Valley Junction-Modoc Road Section, 4.51 miles, $125,000. This section extends from the Sams Valley State Highway, FAS 271, southerly and easterly to the Modoc County Road approximately 1 mile north of the Rogue River.

The proposed project is to construct a 22' wide asphaltic concrete pavement with 4' shoulders on the existing roadway constructed by Jackson County. The existing roadway consists of the existing 18' ± wide bituminous wearing surface which is being widened by Jackson County to a roadway width of 30' to 32' by grading and placing a 12" depth of river-run rock processed through a primary crusher with a crushed rock leveling course. This base and leveling course has also been constructed for the entire width throughout the 11-degree curve which is a line revision. The county is presently performing the above widening work and will have completed it prior to June 1, 1960. Mr. Rynning, County Engineer, has requested a 3" depth of asphaltic concrete with an extra 15% allowance to permit leveling of the existing bituminous surface. The base being constructed by the county exceeds the design set by our soils division on 9/23/58 under the section name of Table Rock Road.

Mr. Rynning has submitted two prints of a plan map for the project and a typical section. If any further information is desired, Mr. Rynning should be contacted.

59-h
12/2/59

File

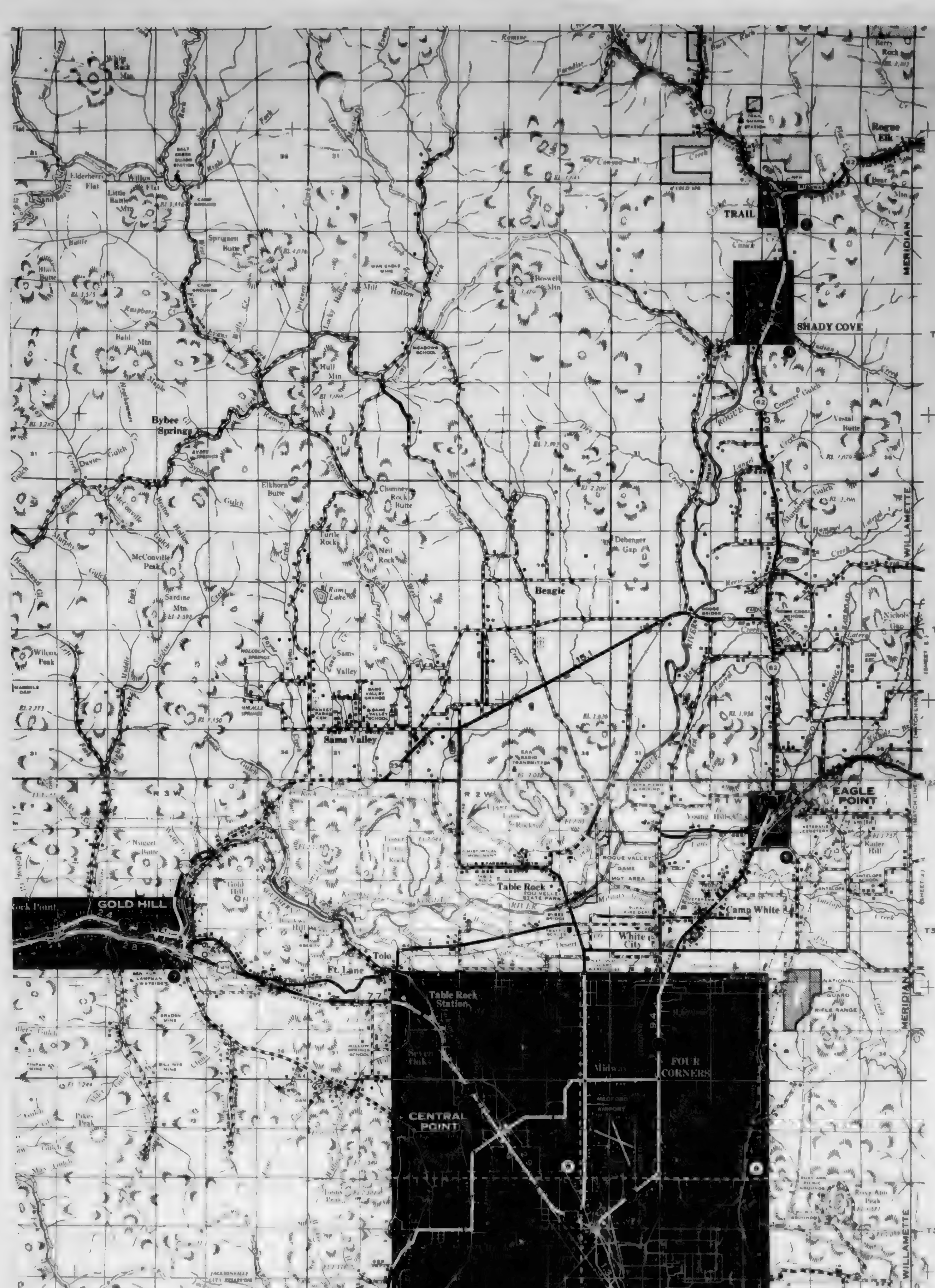
PROPOSED PROJECT
JACKSON COUNTY

FAS 273, Sams Valley Junction-Modoc Road Section, 4.51 miles, $125,000. This section extends from the Sams Valley State Highway, FAS 271, southerly and easterly to the Modoc County Road approximately 1 mile north of the Rogue River.

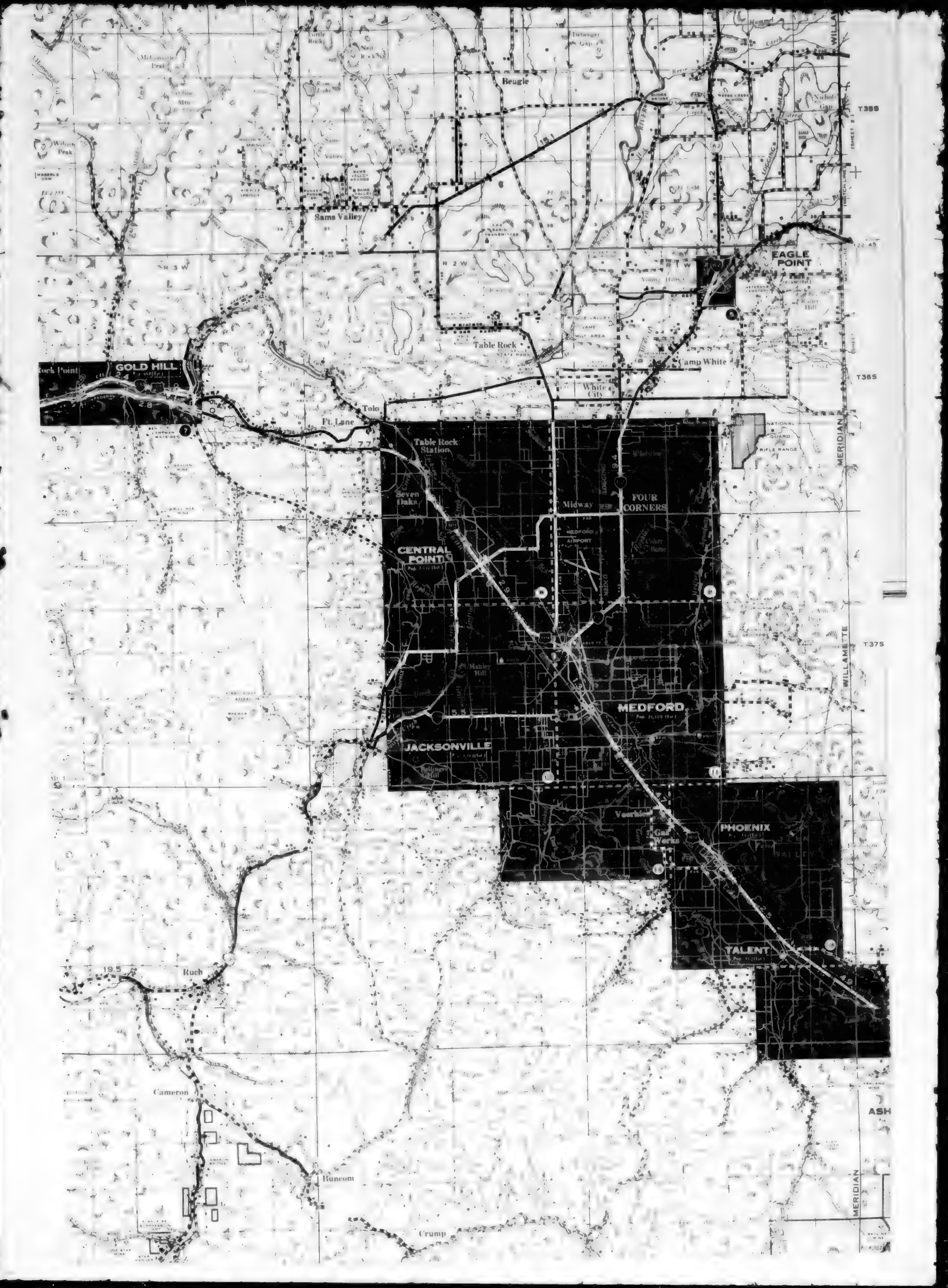
The proposed project is to construct a 22' wide asphaltic concrete pavement with 4' shoulders on the existing roadway constructed by Jackson County. The existing roadway consists of the existing 18' ± wide bituminous wearing surface which is being widened by Jackson County to a roadway width of 30' to 32' by grading and placing a 12" depth of river-run rock processed through a primary crusher with a crushed rock leveling course. This base and leveling course has also been constructed for the entire width throughout the 11-degree curve which is a line revision. The county is presently performing the above widening work and will have completed it prior to June 1, 1960. Mr. Rynning, County Engineer, has requested a 3" depth of asphaltic concrete with an extra 15% allowance to permit leveling of the existing bituminous surface. The base being constructed by the county exceeds the design set by our soils division on 9/23/58 under the section name of Table Rock Road.

Mr. Rynning has submitted two prints of a plan map for the project and a typical section. If any further information is desired, Mr. Rynning should be contacted.

59-h
12/2/59



T33S
TRAIL
Rogue Elk
Berry Rock
MERIDIAN
SHADY COVE
T34S
Elderberry Flat
Willow Flat
Little Butte Mtn
Sprignett Butte
Black Butte
Boswell Mtn
Mill Hollow
Lucky Hollow
Bald Mtn
Hull Mtn
Meadows School
Bybee Springs
Davis Gulch
Conover Gulch
Vestal Butte
Elkhorn Butte
Chimney Rock Butte
Turtle Rock
Neil Rock
McConville Peak
Sardine Mtn
Debenger Gap
Beagle
Rams Lake
Sams Valley
Wilcox Peak
Dodge Bridge
Nichols Gap
WILLAMETTE
T35S
Sams Valley
R 3 W
R 2 W
R 1 W
Nugget Butte
Upper Table Rock
Lower Table Rock
EAGLE POINT
Rogue Valley Game Mgt Area
Table Rock
Young Hills
Rasler Hill
GOLD HILL
Rock Point
Gold Hill
Camp White
White City
T36S
Tolo
Ft. Lane
Table Rock Station
National Guard Rifle Range
Seven Oaks
Midway
FOUR CORNERS
Medford Airport
CENTRAL POINT
Pikes Peak
Roxy Ann Peak
T37S
MEDFORD
JACKSONVILLE
Mt Isabelle
62
99
234
140
238


McConville Peak
Turtle Rock
Neil Rock
Debenger Gap
Beagle
Nichols Gap
T35S
Wilson Peak
Sams Valley
R 3 W
R 2 W
R 1 W
EAGLE POINT
Table Rock
Camp White
White City
Rock Point
GOLD HILL
Tolo
Ft. Lane
T36S
NATIONAL GUARD RIFLE RANGE
Table Rock Station
Seven Oaks
Midway
FOUR CORNERS
MEDFORD AIRPORT
Coker Butte
CENTRAL POINT
MERIDIAN
WILLAMETTE
T37S
Hanley Hill
MEDFORD
JACKSONVILLE
Voorhies
Gas Works
PHOENIX
TALENT
19.5
Ruch
Cameron
ASH
Buncom
Crump
MERIDIAN

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
December 4, 1959

Proposed County FAS Project
FAS 273, Jackson County

Mr. Tom Edwards
OFFICE

Attached are three copies of a tabulation, with map attachment, describing a project proposed by Jackson County for construction with available FAS funds. Also attached are a copy of a plan map and typical section for the portion being constructed by the county. This is flat country with the resulting flat grade line and it is anticipated that plans could be prepared without any further field survey.

This project will be presented to the Highway Commission for approval at its December 17-18 meeting.

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:mm
Att. Tab. 59-h

cc: Frank Morgan
Vic Wolfe
G. L. Decker

NOTED
JOHN D. GRAHAM

[illegible]

FAS 273 County Jackson Contract No. [illegible]

Section [illegible]

Location [illegible]

4.20 mi [illegible]

[illegible]

60 C1

60 C 2

12-16-59

FAS 273 **County** Jackson **Contract No.** 5640

Section Table Rock Rd.

Location 60-C-1 } Looking N. from Table Rock Cr. Bridge

60-C-2 } 4.20 mi from N End looking E.

12/16/59 Jackson FAS 273

4.20 mi from N End looking E.

50' R.W. 30' Rdwy width

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED
[illegible]

December 15, 1959

NOTED
C. G. SWENSON

NOTED
V R [illegible]

Mr. John F. Hagemann
Assistant County & City Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Enclosed find a map of Table Rock Road FAS 273, showing a change in alignment.

This is being done to eliminate the changing of improvement along the right-of-way.

Very truly yours,

Paul B. R

Paul B. Rynning
County Engineer

PBR:sc
Enclosure

Copy of letter +
revised map
to E. Pease 12/18/59
J.F.H.

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 1[illegible] 1959
[illegible]
COUNTY & CITY RELATIONS

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

November 30, 1959

W. C. Williams
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Attention: John F. Hagemann
Ass't. County & City Relations Engineer

Gentlemen:

Complying with your letter of request of November 27, I am, herewith, enclosing a sketch showing typical section of the Table Rock Road, FAS 273, which will be reconstructed by Jackson County.

We find now that we will be able to construct 4' shoulders throughout the entire length in addition to the 22' pavement.

The existing pavement will not be disturbed with the exception of that portion lying within the 11° curve. That is an entirely new piece of graded and rock surfacing with no existing pavement.

The depth of the base under the existing pavement varies, but it is in good shape and evidently sufficient to withstand the traffic. The shoulders have been reconstructed and have a minimum depth of 12".

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:ib
Encl.

RECEIVED
[illegible] 1959
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

November 27, 1959

NOTED
Harold C. Ayers

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

Dear Mr. Rynning:

Thank you for forwarding the two prints of the plan map for the section of Table Rock Road, FAS 273, to be paved with FAS funds. It would be appreciated if you would also forward a typical section of the roadway as it will be reconstructed by Jackson County, including the finished width and approximate depth of base on both the widened and existing portions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
JOHN D. GRAHAM

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

November 24, 1959

W. C. Williams
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Attention: John F. Hagemann
Ass't. County & City Relations Engineer

Gentlemen:

Pursuant to your oral request, I am herewith enclosing two maps of the Table Rock Road.

Confirming our conversation for an FAS project, I suggest a pavement 22' wide, 3" thick, with a minimum of 3' shoulders. On the north and south section of the road we can get 4' shoulders on each side. In figuring quantities for asphalt, it would be well to add a sum equal to 1/2" extra depth in order to level up some of the unevenness in the present pavement.

We are well along with our construction, including reinforcing and widening of all shoulders. The existing asphaltic surface is in good condition, and I do not believe it necessary to disturb it. The new pavement could be laid over the present surface the same as we did on the Butte Falls Road.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:ib
Encls.

RECEIVED
NOV 25 1959
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

NOTED
C. G. SWENSON

July 21, 1959

NOTED
Harold C. Ayers

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED

Dear Mr. Rynning:

Enclosed are maps upon which 1959 ADT volumes for the Table Rock County Road, FAS 273, are shown at various points on the road. This road was counted on May 15, 1959, and the resultant counts converted to average daily traffic figures. The figures shown are the converted ADT volumes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 708
MEMBER A. A. E.
MEMBER P. E. O.

NOTED
G. SWENSON

Jackson Co.
FAS General

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED

February 18, 1959

RECEIVED
FEB 19 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Attention: Mr. John F. Hagemann
Asst. County & City Relations Engineer

Gentlemen:

In regard to the Table Rock project, we have not yet obtained the necessary rights-of-ways which we desire, and I do not know whether we will be able to get it into this year's work. It may be that we can get everything settled, and the necessary work to be done by the County, before next season's construction period. It may be, also, that we can include a half mile section of the road due east of Central Point. This oil surfacing is also checking and needs a new pavement. The sub grade is in very good condition.

FAS 559
Contract 5936

For other future jobs, the Applegate Road, from Ruch south to the junction with the Little Applegate Road, will be in need of widening and new pavement. Another stretch on the same Applegate Road through Section 33, Township 39 South, Range 3 West, should also be reconstructed. This last section is narrow and crooked and should be straightened out.

FAS 277

We also have a bridge on the Dead Indian Road, across Emigrant Creek, in Section 12, Township 39 South, Range 1 East. This should be a reinforced concrete girder type bridge. It may be that if we do not get the Table Rock straightened out before long, this last bridge project might be a good one to start, providing the Bridge Department can get out the plans in time to have the bridge completed before next winter. I have made some preliminary studies of this bridge project, and it would not take me too long to get out a vicinity map for your Bridge Department.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:lb

17-1604 Grants Pass Tr. Sig. Inst., 1960
Pac. Hwy., 6th St. at "I"
#5641 St. & 7th St. at "H" St.

OGA 2194 3-29-60

RECEIVED
SEP 14 1960
FOR FILING
17-1604

5641

September 13, 1960

St. Paul Fire & Marine Insurance Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

State Highway contract #5641 for traffic signal installation on the Grants Pass Section of Pacific Highway was completed by the contractor, Trowbridge & Flynn Electric Co., on July 22, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $2,386.56 will be released to the contractor on or after September 23, 1960. The total contract amount is $6,780.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Insurance Co.,
Security Insurance & Realty
48 Hawthorne Street
Medford, Oregon

RECEIVED
MAY 23 1960
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

12-1604

5641

May 23, 1960

Trowbridge & Flynn Electric Co.,
214 West Main St.,
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5641, awarded April 21, 1960, for traffic signal installation on the Grants Pass Section of Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
APR [illegible] 1960
FOR FILING
17-1604
5641

April 22, 1960

Trowbridge & Flynn Electric Co.
214 W. Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5641 for the Grants Pass Traffic Signal Installation on the Pacific Highway in Josephine County.

This award was based on your bid of $6,780, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED
MAR 29 1960
FOR FILING
17-1604

5641

March 29, 1960

Earl T. Simonsen, City Auditor
City Hall
Grants Pass, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Grants Pass a fully executed copy of an agreement between the State Highway Commission and the City of Grants Pass covering the installation of traffic signals at the intersection of Sixth and I Streets and Seventh and H Streets in the City of Grants Pass.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

p

RECEIVED
MAR 30 1960
FOR FILING
17-1664
5641

Salem, Oregon
March 29, 1960

Traffic Signal Agreement
City of Grants Pass

Mr. C. G. Swenson
County & City Relations Engineer
Office

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached is a conformed copy of an agreement between the State Highway Commission and the City of Grants Pass covering the installation of traffic signals at the intersection of Sixth and I Streets and Seventh and H Streets.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Grants Pass.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1960

SUBJECT: Traffic Signal Agreement
City of Grants Pass

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the installation of traffic signals at the intersection of Sixth and I Streets and Seventh and H Streets. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This project was approved December 16, 1959.

C. G. Swenson
County & City Relations Engineer

HCA:mm
Att.

cc: J. Al Head

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59 minute page 17
Floyd Query
Secretary

RECEIVED
MAR 1 1960
FORM E-30X—50M—2-59—18180
FOR FILING

17-1604

5641

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

February 29, 1960

SUBJECT: State-City Agreement
Proposed Traffic Signal Installations
Sixth & "I" and Seventh & "H" Sts.
US99 - Grants Pass

To: Clarence Swenson
County-City Relations Engr.
OFFICE

On December 16, 1959, the State Highway Commission approved the installation of traffic signals at the intersections of Sixth and "I" and Seventh and "H" Streets in the city of Grants Pass. There are attached nine copies of a State-City Agreement covering the proposed installation. These agreements have been checked and found correct.

Will you please care for the further processing of these agreements. It might be mentioned that we plan to let this installation to contract at the bid letting the latter part of March.

F. B. CRANDALL
F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: G. S. Paxson ✓

RECEIVED
FEB 29 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB [illegible] 1960 22125

FOR FILING
17-1604
5641

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1960

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installations
US99 - Grants Pass

To: Leonard I. Lindas
Chief Counsel
OFFICE

The State Highway Commission at its meeting on December 16, 1959, approved the installation of traffic signals at two intersections on US99, in the city of Grants Pass. Will you prepare the necessary State-City Agreement.

In the way of material to be included in the Agreement, I offer the following:

1. The highway involved is the Pacific Highway, No. 1, US99, which in Grants Pass is routed over a one-way couplet with Sixth Street carrying southbound and Seventh Street northbound traffic.

2. The intersections involved are those of Sixth and "I" Streets and Seventh and "H" Streets.

3. It is planned to install a fixed-time traffic signal at each of the above described intersections in accordance with the attached plans.

4. The installation is estimated to cost $8,500.

5. The State shall make the installation either with its own Forces or by contract and in the first instance pay all costs thereof. The final cost shall be shared equally by the City and the State.

6. The City, when returning the signed agreements, shall submit its check for one-half the estimated cost of the installation.

7. The City shall maintain the signals after installation and pay for all electrical energy consumed. The City shall make no changes in the timing program established for the signals without prior approval in writing from the State.

NO

8. It is agreed between the two parties to this contract that at such time as the material installed under this Agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.

If after preparation you will submit the Agreements to this office, we will check them and care for further processing.

Original Signed by
J. AL HEAD

FOR F. B. Crandall
Traffic Engineer

VPJ:jj
Attachment
cc: G. S. Paxson
C. G. Swenson

[illegible] ENGINEER

RECEIVED
JAN - 8 1960
FOR FILING
17-1664
5641

January 7, 1960

767

Mr. Hugh McKinley, City Manager
City of Grants Pass
City Hall
Grants Pass, Oregon

Dear Mr. McKinley:

I have your letter of November 30, 1959, raising several questions in regard to the traffic signal system on Sixth and Seventh Streets (US99) in Grants Pass.

The first item concerned the relative warrant for signals on Sixth Street, at Evelyn and at Manzanita, and the suggestion that possibly the existing signal at Evelyn could be moved to Manzanita. It is realized that in all probability side-street vehicular and pedestrian volumes at Manzanita are greater than at Evelyn. It is also realized that neither of these intersections have volumes sufficiently high to meet the standard warrants for signalization. In designing a traffic signal system for a one-way couplet with low-volume cross streets, such as exists in the northerly portion of Grants Pass, the primary concern is that of lineal control of traffic on the couplet. Such control has two purposes - control of the speed of couplet traffic and the platooning of couplet traffic to provide gaps through which cross-street traffic can flow.

In the instance of the Grants Pass system, the control system from "A" Street, a major arterial warranting signalization, to Savage Street (the most northerly east-west street of any length in the city), the distance between Savage Street and "A" Street is on the order of 2,800 feet, which is more than double the 1,200-foot desirable maximum spacing. Evelyn Street falls near mid-point of this section and thus, from the viewpoint of lineal control, is the logical intersection to signalize. Manzanita Avenue is too close to Savage Street and too far from "A" Street to provide adequate lineal control of Sixth Street traffic; thus, signalization of the Evelyn Street intersection is not necessary for lineal control and, consequently, it becomes purely a matter of warrant on the basis of volume and accidents. With the existing signal at the Savage Street intersection only 650 feet north, with no intersection in between to feed in traffic, there should be sufficient gaps in southbound traffic at Manzanita Avenue to allow vehicles and pedestrians to cross in complete safety.

You also mention the difficulty that traffic on Seventh Street is experiencing in moving through the "A" Street-Savage Street section without stopping and suggest that the signal at Evelyn Street be removed or converted to semiactuated operation. If the signals are operating with the proper offsets, and if traffic moves at the proper speed, only those drivers who enter Seventh Street at "A" Street should be stopped at Evelyn Street. These latter drivers come in off-band and if the Evelyn Street signal were removed they would be stopped at Savage Street. We will check the offsets on these signals in the very near future and set them so that stoppage of northbound traffic will be minimized. We will also move the controller at the intersection of Seventh and Evelyn Streets.

I trust that the above explains the thinking of this Department on this subject.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Mr. W.C. Williams
cc Mr. F. B. Crandall
Mr. Frank Morgan

VPJ:pk er

RECEIVED
N 1960
FOR FILING
17-1604
5641

49-1

December 21, 1959

Mr. Hugh McKinley, City Manager
City Hall
Grants Pass, Oregon

Dear Mr. McKinley:

On December 3 you addressed a letter to Mr. G. S. Paxson, Assistant Highway Engineer, stating that the Grants Pass City Council had approved a motion requesting the State Highway Department to install traffic signals at the intersections of 6th and I and 7th and H Streets in the City of Grants Pass.

This matter was presented to the Highway Commission at its meeting December 16, and the Commission approved installation of the signals at the two intersections at an estimated total cost of $8,500. It was understood that the City of Grants Pass is to assume half of the cost of installation and all of the cost of maintenance and operation of the signals.

An appropriate agreement will be prepared and forwarded to you in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:ms
cc: Mr. G. S. Paxson

RECEIVED
DEC - 8 1959
FOR FILING

17-1604
56-11

P

December 7, 1959

Oregon State Highway Commission

Gentlemen:

The City of Grants Pass requested that we investigate the need for traffic signals at the intersections of 6th Street and Manzanita Avenue, 6th Street and "I" Street, and 7th Street and "H" Street in Grants Pass. Sixth and 7th Streets are the routing of US99 through Grants Pass. Our investigation shows that traffic signals are warranted at the intersections of 6th Street and "I" Street and 7th Street and "H" Street, but not at 6th Street and Manzanita Avenue.

The estimated cost of the two warranted signals is $8,500. The City has offered to bear half of the cost of the installation and to be responsible for maintenance and operation of the signals. It is recommended that authority be granted to negotiate an agreement with the City for these two signals under these terms and to proceed with the installation of the signals.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Maison

GSP:gm ae

December 7, 1959

Mr. Hugh McKinley
City Manager
City Hall
Grants Pass, Oregon

Dear Sir:

This is in reply to your letter of December 3 concerning the traffic signals at 6th and I Streets and at 7th and H Streets in Grants Pass. This matter will be presented to the Highway Commission at its meeting on December 17 for consideration.

The City now has a balance on deposit with the State of $7,579.51. This was occasioned by an underrun in the costs on the 6th and 7th Street traffic signal installation. Of this amount, however, $4,300 is allocated to the City's share of the cost in the railroad signals at 6th and 7th Streets. We have not yet received a billing from the Southern Pacific Company and can not advise as to the exact amount of the City's share. It is anticipated that it will not exceed the $4,300 deposit. This deposit was allocated from your retained funds in accordance with the letter of October 7, 1958, over the signature of Mr. Swenson, our Engineer of County and City Relations. This leaves a net credit to the City of Grants Pass of $3,279.51.

We have discontinued the practice of holding unexpended balances from city projects. We find that the accounting procedure is unduly burdensome. In the future all projects will be handled individually and any unexpended balances returned to the cities upon completion of the accounting for each project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. C. G. Swenson
Mr. C. H. Maison

Telephone GR 6-6641

Post Office Box 70

City of Grants Pass
ADMINISTRATIVE OFFICES
City Hall • Fourth and H Streets
Grants Pass
Oregon

December 3, 1959

Mr. G. S. Paxson
Assistant Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Paxson:

The Grants Pass City Council at its regular meeting of December 2nd approved the motion that the City request the State Highway Department to proceed with the installation of traffic signals at the intersections of 6th and "I" Streets and 7th and "H" Streets in this City.

It is our understanding that the City's share in the installation cost will be approximately $4,250.00 total for the two intersections. Funds are available in the City of Grants Pass to provide the City's share. We think it is possible there may still be some City of Grants Pass funds on deposit with the Highway Department from previous projects and would appreciate knowing whether this is true.

Please convey this request to the Highway Commission at your earliest convenience and keep us informed as to the progress made.

Very truly yours,

Hugh McKinley
City Manager

HMcK/nl

RECEIVED
DEC - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 4 1959
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

Council

TELEPHONE GR 6-6641

POST OFFICE BOX 70

City of Grants Pass
ADMINISTRATIVE OFFICES
CITY HALL • FOURTH AND H STREETS
Grants Pass
Oregon

November 30, 1959

PLEASE RETURN TO
G. S. PAXSON

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Paxson:

Thank you for your letter of November 24th regarding the installation of traffic signals at three locations in Grants Pass. We appreciate the effort which has been made in studying these intersections and will refer the letter to the City Council for a decision as to whether the City will request these installations.

In requesting the consideration of the intersection at 6th Street and Manzanita Avenue our thought was that the merits might be studied of moving the present traffic signal located at 6th and Evelyn to 6th and Manzanita. We are positive that the signal at 6th and Evelyn does not meet the warrants set up for the installation of traffic signals but was installed for speed control purposes. We know that the intersecting traffic at the intersection of 6th and Manzanita is much greater than that at 6th and Evelyn and also that the pedestrian traffic is much heavier. Another factor in our suggestion that this move be made was that the traffic entering 6th Street both from the East and West has restricted view because of buildings and signs which interfere with the sight to the North.

The traffic signals at 7th and Evelyn were also installed for speed control purposes. We question whether this is necessary and whether the inconvenience to the Northbound traffic in being required to stop at this intersection does not outweigh the increase in speed control. Traffic is stopped at this location many times without any cross traffic whatsoever taking place. We understand that, because of the curve in 7th Street at the intersection of Evelyn, traffic entering from the West may need the protection of signals in order to get onto 7th. However we would suggest the possibility of a pressure plate activation mechanism at this location to eliminate the unnecessary stopping of Northbound traffic. At this same intersection the control box which times the sequence of the lights was installed in a position which is hazardous to pedestrian traffic and should be readjusted to another side of the pole. This has been discussed with Mr. Bud George of the traffic department and he is agreeable.

We also would like to mention that the sequence of signals at 7th and Savage is such that only the one or two lead cars going North can get through the Savage Street signal and maintain the legal speed between Evelyn and Savage. Some readjustment of the Savage Street signal is indicated.

Thank you again for your recommendations and we will send you the Council's decision as soon as it is available.

Very truly yours,

Hugh McKinley
City Manager

HMcK/nl

RECEIVED
DEC 3 - 1959
TRAFFIC ENGINEERING

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1959
OREGON
STATE HIGHWAY COMMISSION

R

RECEIVED
NOV 25 1959
FOR FILING
17-1604

5641

November 24, 1959

Mr. Hugh McKinley
City Manager
City of Grants Pass
City Hall
Grants Pass, Oregon

Dear Mr. McKinley:

Some time ago, you asked Mr. F. B. Crandall, Traffic Engineer, to study the warrant for the installation of traffic signals at the following intersections in the city of Grants Pass:

Sixth Street (US99) and Manzanita Avenue
Sixth Street (US99) and "I" Street
Seventh Street (US99) and "H" Street

This investigation has been completed and it was found that conditions at the intersection of Sixth and Manzanita Avenue fall far below the standard warrants for the installation of traffic signals. It was also found that the installation of traffic signals was warranted at the intersections of Sixth and "I" Streets and Seventh and "H" Streets.

Signalization of these two intersections is estimated to cost $8,500, and under our customary policy, it would be necessary that the City pay for one-half the cost of the installation and care for future maintenance and power consumption. If you approve of the installation of traffic signals at these two intersections under the above conditions and will so advise me, I will be pleased to present the matter to the Highway Commission for its consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

VPJ:pk gm

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1959

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Pacific Highway - Grants Pass

Recommendation:

As a result of this investigation, the following recommendations are made:

1. That the request for traffic signals at the intersection of Sixth Street (US99) and Manzanita Avenue be denied.
2. That fixed time traffic signals be installed at the following locations:

Sixth Street (US99) and "I" Street

Seventh Street (US99) and "H" Street

The work, as recommended above, is estimated to cost $8,500.

Historical Background:

This investigation and report is in response to a verbal request from Mr. Hugh McKinley, City Manager, City of Grants Pass.

Investigation:

The three intersections investigated are on the Pacific Highway which in the city of Grants Pass, is routed over a one-way couplet with Sixth Street carrying southbound and Seventh Street carrying northbound traffic. The Manzanita Avenue intersection is a school crossing and it was this point which motivated the request for the installation of traffic signals. However, the adjacent intersections both north and south of the intersection investigated, are signalized. The intersection of Sixth and "I" Street and Seventh and "H" Streets are in the central business district of the city of Grants Pass.

Sixteen-hour vehicle and pedestrian counts were taken at the three intersections investigated during the week of October 18, 1959. The traffic count data are summarized in the table below:

Intersection	Total Entering Volume 1/	Cross Street Volume 1/	Pedestrians Crossing US99 2/
Sixth and Manzanita	6,316	1,465	167
Sixth and "I"	11,921	1,297	1,079
Seventh and "H"	12,652	1,561	884

1/ 24-hour volume
2/ 16-hour volume

In the table below, there are summarized the accident records for the intersections investigated for the period from October 24, 1957, the date on which the one-way couplet was established, to August 31, 1959:

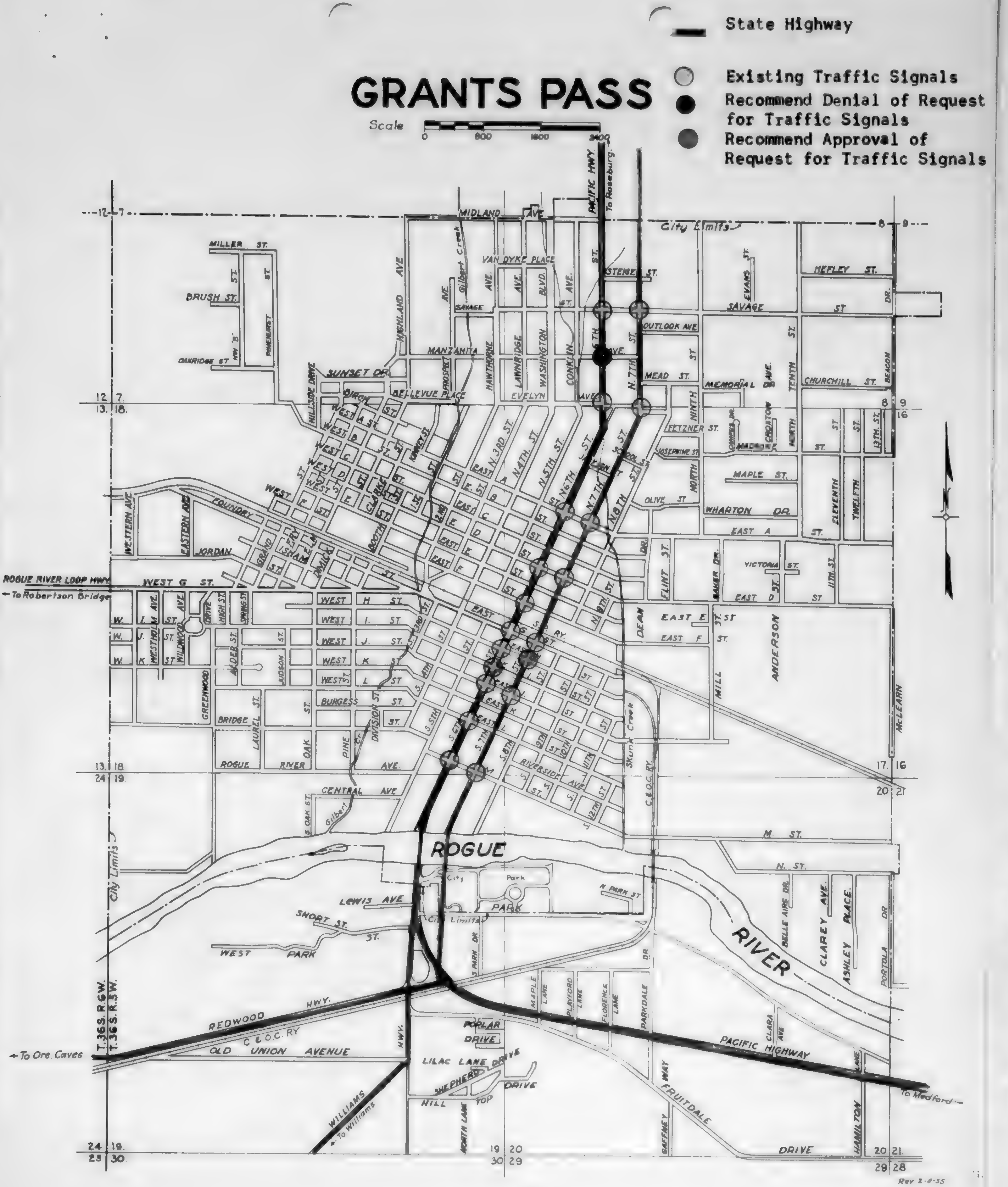
Intersection	Total Accidents	Persons Injured	Persons Killed	Preventable Accidents 1/
Sixth and Manzanita	3	1	0	2
Sixth and "I"	3	0	0	2
Seventh and "H"	5	0	0	1

1/ Accidents which might have been prevented by traffic signals.

The accompanying table compares traffic conditions at the three intersections investigated with the standard warrants for the installation of traffic signals at urban intersections. From the table you will note that none of the warrants are met or even closely approached at the intersection of Sixth and Manzanita Avenue. The intersections of Sixth and "I" and Seventh and "H" Streets exceed the Interruption of Continuous Traffic warrant by considerable margin and closely approach the total volume warrant.

Based on the results of the investigation, it is recommended that the request for traffic signals at the intersection of Sixth and Manzanita Avenue be denied. It is further recommended that fixed time traffic signals interconnected with the existing traffic signal system be installed atathe intersections of Sixth and "I" Streets and Seventh and "H" Streets. This work is estimated to cost $8,500.

VPJ:pk


GRANTS PASS
Scale
0
800
1600
2400
State Highway
Existing Traffic Signals
Recommend Denial of Request for Traffic Signals
Recommend Approval of Request for Traffic Signals
PACIFIC HWY
To Roseburg
MIDLAND AVE.
City Limits
MILLER ST.
BRUSH ST.
PINEHURST
OAKRIDGE ST.
HIGHLAND AVE.
VAN DYKE PLACE
SAVAGE
SAVAGE ST.
HEFLEY ST.
EVANS ST.
OUTLOOK AVE.
MANZANITA
MEAD ST.
MEMORIAL DR.
CHURCHILL ST.
BEACON DR.
SUNSET DR.
BIRCH ST.
BELLEVUE PLACE
HAWTHORNE
LAWNRIDGE AVE.
WASHINGTON BLVD.
CONKLIN AVE.
EVELYN AVE.
N. 6TH ST.
N. 7TH ST.
HILLSIDE DRIVE
WEST A ST.
WEST B ST.
WEST C ST.
WEST D ST.
WEST E ST.
WEST F ST.
N. 3RD ST.
N. 4TH ST.
N. 5TH ST.
N. 6TH ST.
N. 7TH ST.
N. 8TH ST.
FETZNER ST.
JOSEPHINE ST.
CROXTON AVE.
NINTH
TENTH
NORTH ST.
13TH ST.
MAPLE ST.
OLIVE ST.
WHARTON DR.
ELEVENTH
TWELFTH
EAST A ST.
WESTERN AVE.
EASTERN AVE.
FOUNDRY
JORDAN
GRAND
ISHAM
ROGUE RIVER LOOP HWY.
To Robertson Bridge
WEST G ST.
WEST H ST.
WEST I ST.
WEST J ST.
WEST K ST.
WEST L ST.
WESTHOLM AVE.
WILDWOOD
SPRING ST.
HIGH ST.
ANDER ST.
HUDSON ST.
GREENWOOD
BURGESS ST.
BRIDGE
LAUREL ST.
DIVISION ST.
FLINT ST.
BAKER DR.
VICTORIA ST.
EAST D ST.
11TH ST.
DEAN DR.
EAST E ST.
EAST F ST.
MILL
ANDERSON
McLEARN
S. P. RY.
Skunk Creek
C. & O. C. RY.
ROGUE RIVER AVE.
RIVERSIDE AVE.
CENTRAL AVE.
S. OAK ST.
OAK
PINE
Gilbert Creek
M ST.
N. ST.
ROGUE
RIVER
City Park
PARK
LEWIS AVE.
SHORT ST.
WEST PARK ST.
N. PARK ST.
BELLE AIRE DR.
CLAREY AVE.
ASHLEY PLACE
PORTOLA DR.
T. 36 S. R. 6 W.
T. 36 S. R. 5 W.
REDWOOD HWY.
To Ore. Caves
C. & O. C. RY.
OLD UNION AVENUE
MAPLE LANE
PLAYFORD LANE
FLORENCE LANE
PARKDALE DR.
CLARA AVE.
POPLAR DRIVE
LILAC LANE DRIVE
SHEPHERD DRIVE
HILL TOP DRIVE
NORTH LANE
GAFFNEY WAY
FRUITDALE DRIVE
HAMILTON LANE
PACIFIC HIGHWAY
To Medford
WILLIAMS HWY.
To Williams
12 | 7
8 | 9
13 | 18
17 | 16
24 | 19
20 | 21
25 | 30
19 | 20
30 | 29
29 | 28
Rev 2-8-55

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1959

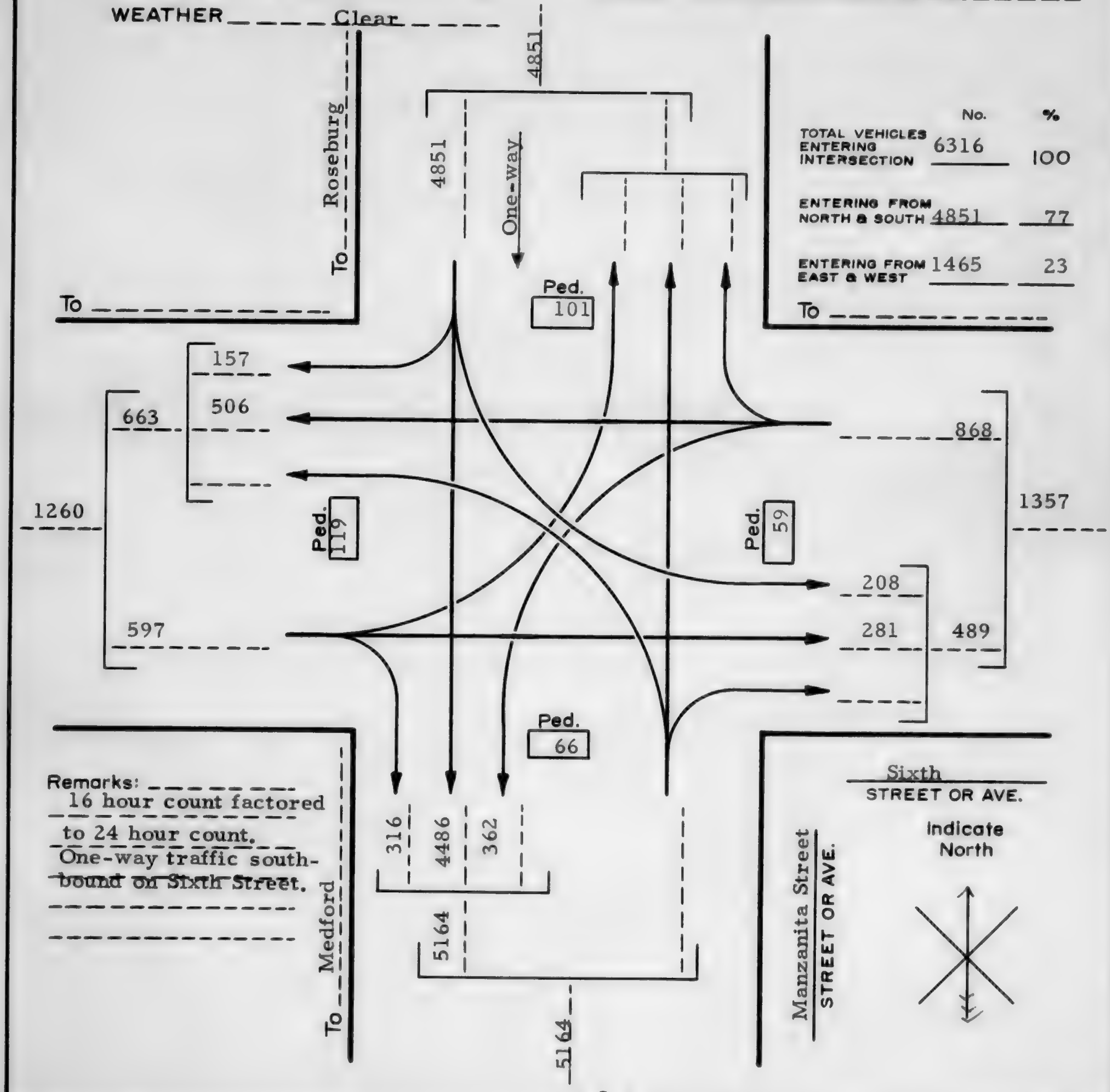
TRAFFIC SIGNAL WARRANT CoMPARISONS
US99 - Grants Pass

Item	Sixth & Manzanita	Sixth & "I"	Seventh & "H"	Minimum Warrant
Total Volume Warrant:				
Ave. Hourly Total Volume (Max. 8 Hrs.(	462	901	933	750
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	114	108	127	175
Pedestrian Warrant:				
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.)	17	121	88	250
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	338	793	782	600
Interruption of Continuous Traffic Warrant:				
Ave. Hourly Veh. Volume on Main Street (Max 8 Hrs.)	348	793	806	750
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	130	224	210	75
Accident Warrant:				
Preventable Accidents (Last 12 Months)	2	1	1	5

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Oct. 19, 20, 1959
DAY OF WEEK Mon. & Tues.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Clear

CITY OF Grants Pass, Oregon
INTERSECTION OF Sixth
AND Manzanita
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles


4851
To Roseburg
To
4851
One-way
Ped.
101
To
157
663
506
1260
Ped.
119
Ped.
59
868
1357
208
597
281
489
Ped.
66
316
4486
362
5164
5164
To Medford
Sixth
STREET OR AVE.
Manzanita Street
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	6316	100
ENTERING FROM NORTH & SOUTH	4851	77
ENTERING FROM EAST & WEST	1465	23

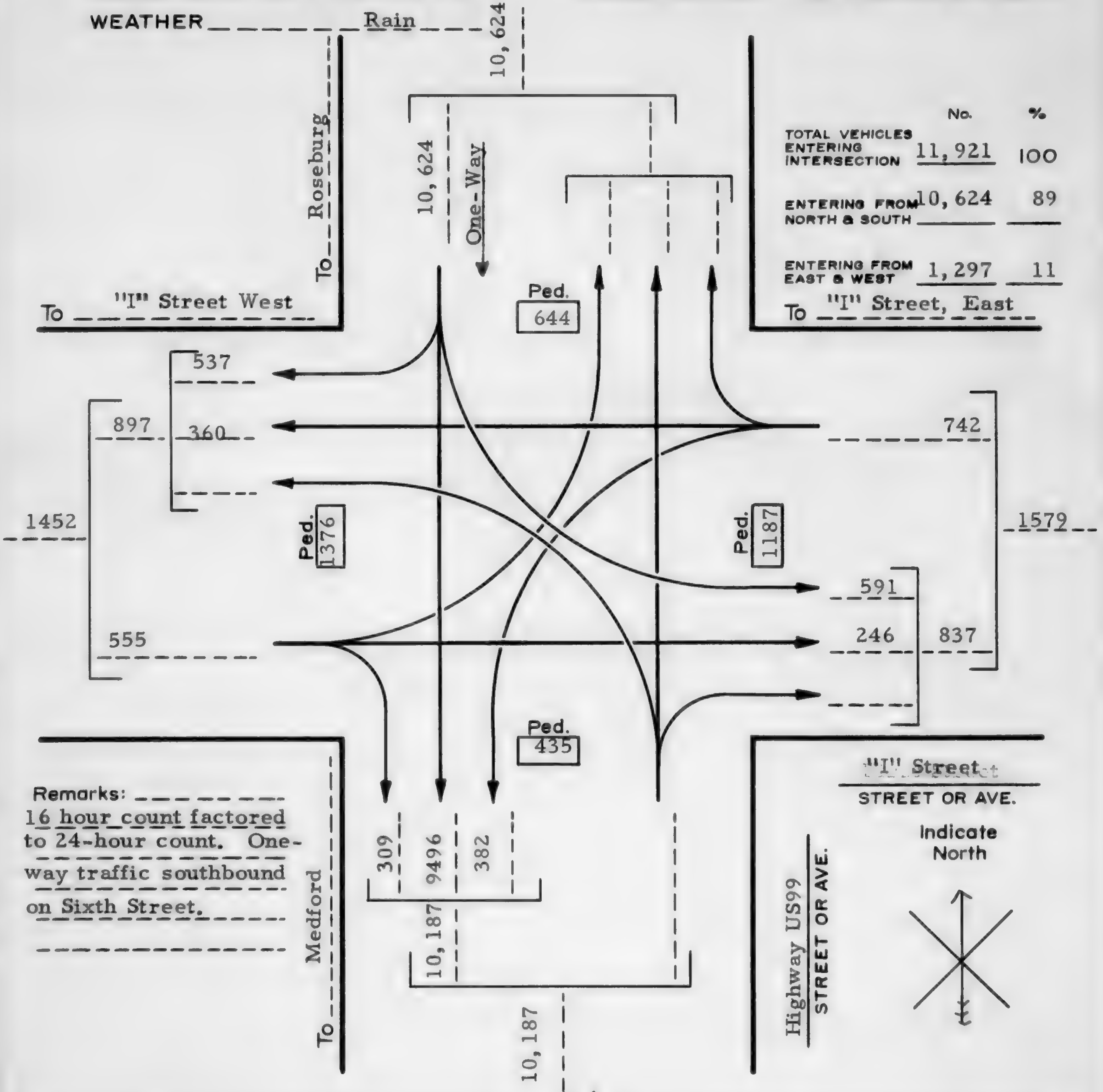
Remarks: 16 hour count factored to 24 hour count. One-way traffic southbound on Sixth Street.

12-55

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Oct. 21 and 22, 1959
DAY OF WEEK Wed. & Thur.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Rain

CITY OF Grants Pass
INTERSECTION OF Sixth (US99)
AND and "I" Street
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles & Ped.


10, 624
To Roseburg
10, 624
One-Way
To "I" Street West
Ped. 644
537
897
360
1452
Ped. 1376
Ped. 1187
742
1579
591
246
837
555
Ped. 435
309
9496
382
10, 187
10, 187
To Medford
To "I" Street, East
"I" Street
STREET OR AVE.
Highway US99
STREET OR AVE.
Indicate North

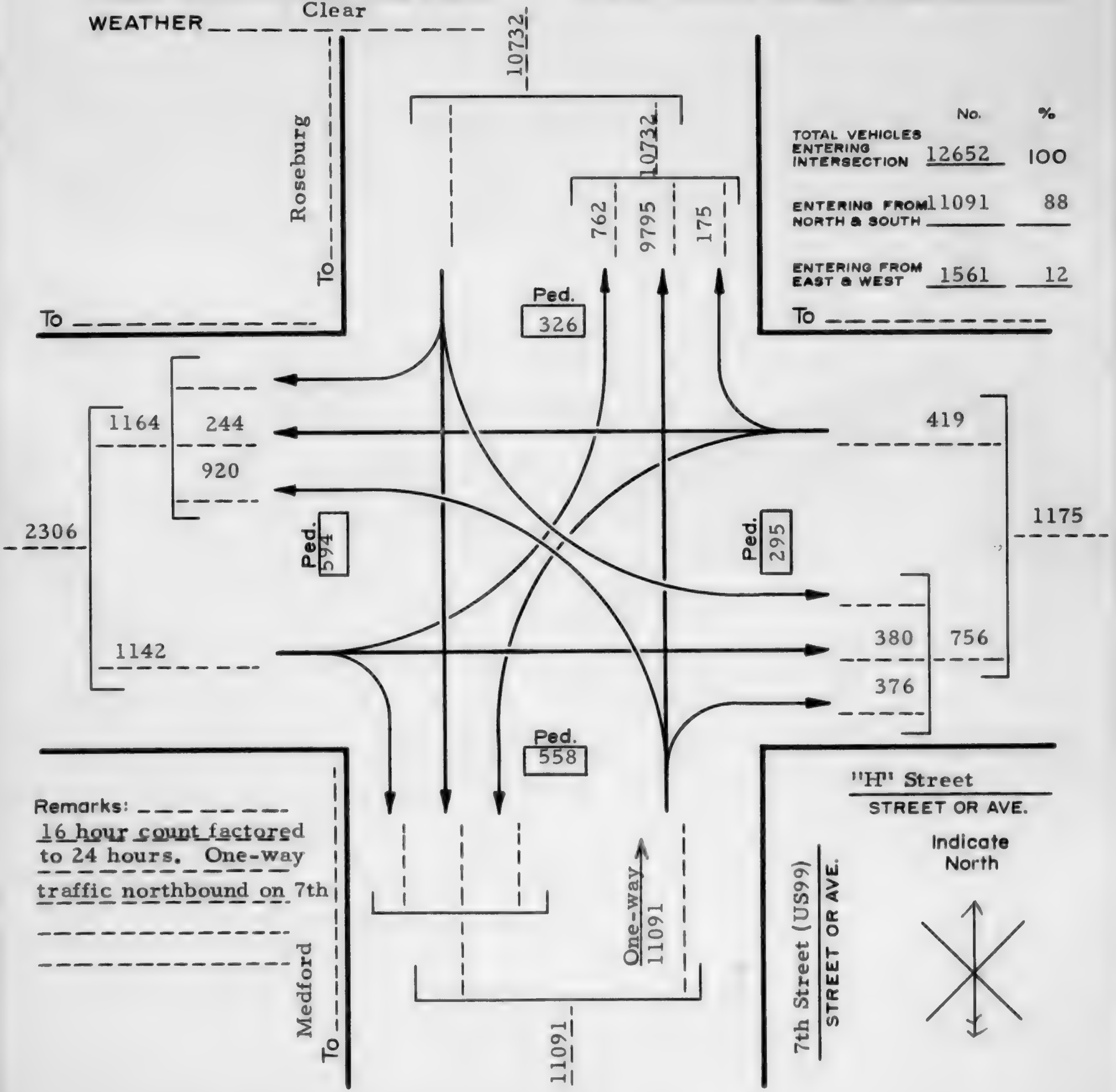
	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11, 921	100
ENTERING FROM NORTH & SOUTH	10, 624	89
ENTERING FROM EAST & WEST	1, 297	11

Remarks:
16 hour count factored to 24-hour count. One-way traffic southbound on Sixth Street.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 23, 26, 1959
DAY OF WEEK Friday, Monday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Clear

CITY OF Grants Pass
INTERSECTION OF 7th Street (US99)
AND H Street
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



10732
To Roseburg
To
10732
762
9795
175
Ped. 326
1164
244
920
2306
Ped. 594
1142
419
1175
Ped. 295
380
756
376
Ped. 558
One-way
11091
11091
To Medford

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12652	100
ENTERING FROM NORTH & SOUTH	11091	88
ENTERING FROM EAST & WEST	1561	12

To

Remarks:
16 hour count factored to 24 hours. One-way traffic northbound on 7th

"H" Street
STREET OR AVE.

7th Street (US99)
STREET OR AVE.

Indicate North

12-55

Form E-40—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

2-10 6-2

Date October 19 and 20, 1959

Day of week Mon. & Tues.

Hours counted 16 hours

Weather Clear

Classification All Vehicles

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West
		SUMMARY BY MOVEMENTS															
A. M.	6:00- 7:00	2		-		116		8	3	3		7		139	118	85	21
	7:00- 8:00	7		4		226		11	7	5		9		269	237	88	32
	8:00- 9:00	10		5		231		26	11	21		19		323	246	76	77
	9:00-10:00	12		9		233		24	19	17		11		325	254	78	71
	10:00-11:00	11		11		304		25	27	20		19		417	326	78	91
	11:00-12:00	9		9		300		29	26	20		28		421	318	75	103
P. M.	12:00- 1:00	21		9		297		33	22	33		23		438	327	75	111
	1:00- 2:00	18		14		288		39	24	20		17		420	320	76	100
	2:00- 3:00	16		13		281		35	26	28		22		421	310	74	111
	3:00- 4:00	17		9		390		32	16	45		22		531	416	78	115
	4:00- 5:00	16		29		336		57	23	30		33		524	381	77	143
	5:00- 6:00	24		11		348		57	19	37		26		522	383	73	139
	6:00- 7:00	10		11		257		32	14	22		18		364	278	76	86
	7:00- 8:00	9		3		214		23	9	13		22		293	226	77	67
	8:00- 9:00	4		3		149		11	6	7		7		187	156	83	31
	9:00-10:00	3		3		108		18	4	8		4		148	114	77	34
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total		208		157		4486		506	281	362		316		6316	4851	77	1465
-Hour total																	
16-Hour total		189		143		4078		460	256	329		287		5742	4410	77	1332
Control																	
Factor																	

Sixth St. is North and South

Manzanita St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Grants Pass, Oregon

Intersection 6th and Manzanita Street

Station number

Code number

Classification All Vehicles

								SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
	7		139	118	85	21	15						1		
	9		269	237	88	32	12					1	1	1	
	19		323	246	76	77	24					15	8	10	2
	11		325	254	78	71	22					7	6	4	4
	19		417	326	78	91	22					3		8	5
	28		421	318	75	103	25					12	1	11	7
	23		438	327	75	111	25					7	3	5	4
	17		420	320	76	100	24					13	5	6	
	22		421	310	74	111	26					8	11	11	8
	22		531	416	78	115	22					7	9	11	8
	33		524	381	77	143	23					11	6	13	20
	26		522	383	73	139	27					13	7	24	4
	18		364	278	76	86	24					3	1	8	
	22		293	226	77	67	23					1		2	
	7		187	156	83	31	17							2	
	4		148	114	77	34	23							3	4
	316		6316	4851	77	1465	23	4851	1357	1260	5164				
	287		5742	4410	77	1332	23	4410	1234	1146	4694	101	59	119	66

uth

est

Tabulated by

Computed by

Checked by

Checked by

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date October 21, 22, 1959
Day of week Wednesday - Thursday
Hours counted 16
Weather Rain

Classification All Vehicles & Ped.

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
A. M.	6:00- 7:00	9		-		152		5	5	5		1		177	161	91	16	9
	7:00- 8:00	16		7		356		12	2	9		3		405	379	94	26	6
	8:00- 9:00	40		19		467		14	12	23		12		587	526	90	61	10
	9:00-10:00	24		24		471		23	12	23		12		589	519	88	70	12
	10:00-11:00	58		64		625		26	18	33		15		839	747	89	92	11
	11:00-12:00	51		54		614		26	21	24		23		813	719	88	94	12
P. M.	12:00- 1:00	56		58		695		37	17	21		27		911	809	89	102	11
	1:00- 2:00	67		59		594		47	24	28		24		843	720	85	123	15
	2:00- 3:00	29		57		615		27	16	39		19		802	701	87	101	13
	3:00- 4:00	38		36		770		29	17	27		29		946	844	89	102	11
	4:00- 5:00	51		59		846		45	30	33		39		1103	956	87	147	13
	5:00- 6:00	38		17		796		15	19	31		37		953	851	89	102	11
	6:00- 7:00	10		5		462		5	8	4		13		507	477	94	30	6
	7:00- 8:00	28		14		490		11	10	22		12		587	532	91	55	9
	8:00- 9:00	17		11		335		3	7	14		11		398	363	91	35	9
	9:00-10:00	5		4		345		3	5	11		4		377	354	94	23	6
	10:00-11:00																	
	11:00-12:00																	
A. M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total		591		537		9496		360	246	382		309		11921	10624	89	1297	11
-Hour total																		
16-Hour total		537		488		8633		328	223	347		281		10837	9658	89	1179	11
Control																		
Factor																		

Tabulate
Compute
Checked
Checked

Sixth, US99 St. is North and South
"I" Street St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Grants Pass

Intersection Sixth Street and "I" Street

Station number

Code number

Classification All Vehicles & Ped.

									SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
5		1		177	161	91	16	9					-	3	-	- -
9		3		405	379	94	26	6					1	9	4	2
23		12		587	526	90	61	10					7	14	13	3
23		12		589	519	88	70	12					17	40	37	12
33		15		839	747	89	92	11					69	69	107	30
4		23		813	719	88	94	12					84	105	156	62
21		27		911	809	89	102	11					63	80	121	29
28		24		843	720	85	123	15					86	106	130	30
39		19		802	701	87	101	13					84	137	183	56
27		29		946	844	89	102	11					86	186	187	67
33		39		1103	956	87	147	13					87	210	227	72
31		37		953	851	89	102	11					40	83	96	27
4		13		507	477	94	30	6					4	30	27	2
22		12		587	532	91	55	9					5	48	42	20
4		11		398	363	91	35	9					7	48	32	21
11		4		377	354	94	23	6					4	19	14	2
32		309		11921	10624	89	1297	11	10624	1579	1452	10187				
47		281		10837	9658	89	1179	11	9658	1435	1320	9261	644	1187	1376	435

South

West

Tabulated by

Computed by

Checked by

Checked by

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date October 23, 26, 1959

Day of week Friday and Monday

Hours counted 16

Weather Clear

Classification All Vehicles & Ped.

		SUMMARY BY MOVEMENTS																
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
A. M.	6:00- 7:00		3		10		240	3	1		5		9	271	254	94	17	6
	7:00- 8:00		-		18		389	6	7		15		26	461	430	93	31	7
	8:00- 9:00		5		25		701	6	13		23		38	811	762	94	49	6
	9:00-10:00		8		36		554	12	19		23		66	718	643	90	75	10
	10:00-11:00		7		45		598	15	27		29		69	790	696	88	94	12
	11:00-12:00		9		65		613	31	28		25		64	835	702	84	133	16
P. M.	12:00- 1:00		13		46		718	14	32		27		84	934	829	89	105	11
	1:00- 2:00		14		62		739	11	25		38		57	946	834	88	112	12
	2:00- 3:00		15		58		627	21	44		25		64	854	716	84	138	16
	3:00- 4:00		19		70		714	28	32		29		56	948	799	84	149	16
	4:00- 5:00		22		83		899	37	47		36		99	1223	1034	85	189	15
	5:00- 6:00		21		72		683	17	30		22		69	914	774	85	140	15
	6:00- 7:00		11		29		418	5	12		13		43	531	474	89	57	11
	7:00- 8:00		4		27		443	8	15		24		50	571	517	91	54	9
	8:00- 9:00		2		21		259	4	10		7		20	323	286	89	37	11
	9:00-10:00		6		26		310	4	3		1		22	372	333	90	39	10
	10:00-11:00																	
	11:00-12:00																	
A. M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total			175		762		9795	244	380		376		920	12652	11091	88	1561	12
-Hour total																		
16-Hour total			159		693		8905	222	345		342		836	11502	10083	88	1419	12
Control																		
Factor																		

Seventh St. is North and South

"H" St. is East and West

Tabulated

Computed

Checked b

Checked b

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Grants Pass

Intersection 7th and "H" Street

Station number

Code number

Classification All Vehicles & Ped.

									SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
st to uth	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
	5		9	271	254	94	17	6					2	-	7	1
	15		26	461	430	93	31	7					2	-	9	5
	23		38	811	762	94	49	6					12	9	30	26
	23		66	718	643	90	75	10					15	12	24	29
	29		69	790	696	88	94	12					15	22	44	55
	25		64	835	702	84	133	16					38	34	44	38
	27		84	934	829	89	105	11					47	43	114	68
	38		57	946	834	88	112	12					67	53	98	53
	25		64	854	716	84	138	16					30	24	57	54
	29		56	948	799	84	149	16					29	34	45	59
	36		99	1223	1034	85	189	15					39	38	47	66
	22		69	914	774	85	140	15					13	13	11	26
	13		43	531	474	89	57	11					9	4	14	23
	24		50	571	517	91	54	9					3	4	22	18
	7		20	323	286	89	37	11					1	1	4	18
	1		22	372	333	90	39	10					4	4	24	19
	376		920	12652	11091	88	1561	12	10732	1175	2306	11091				
	342		836	11502	10083	88	1419	12					326	295	594	558

outh

West

Tabulated by

Computed by

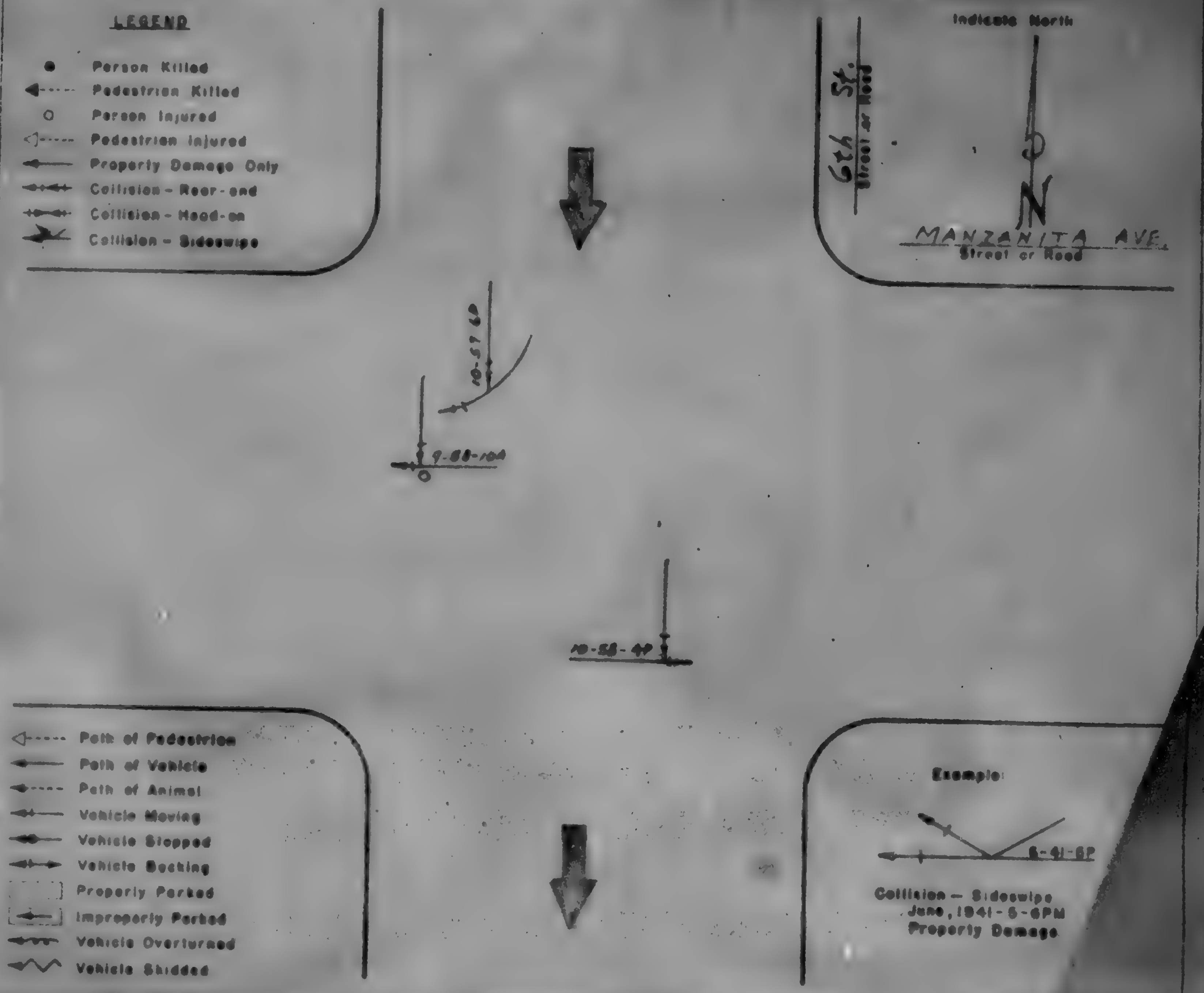
Checked by

Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of GRANTS PASS County JOSEPHINE
Intersection of SIXTH ST. and MANZANITA AVE.
Highway Number 1 (US99)
Period Covered 10-24-57 to 8-31-59
Compiled by LD Drawn by Date 10/13/59

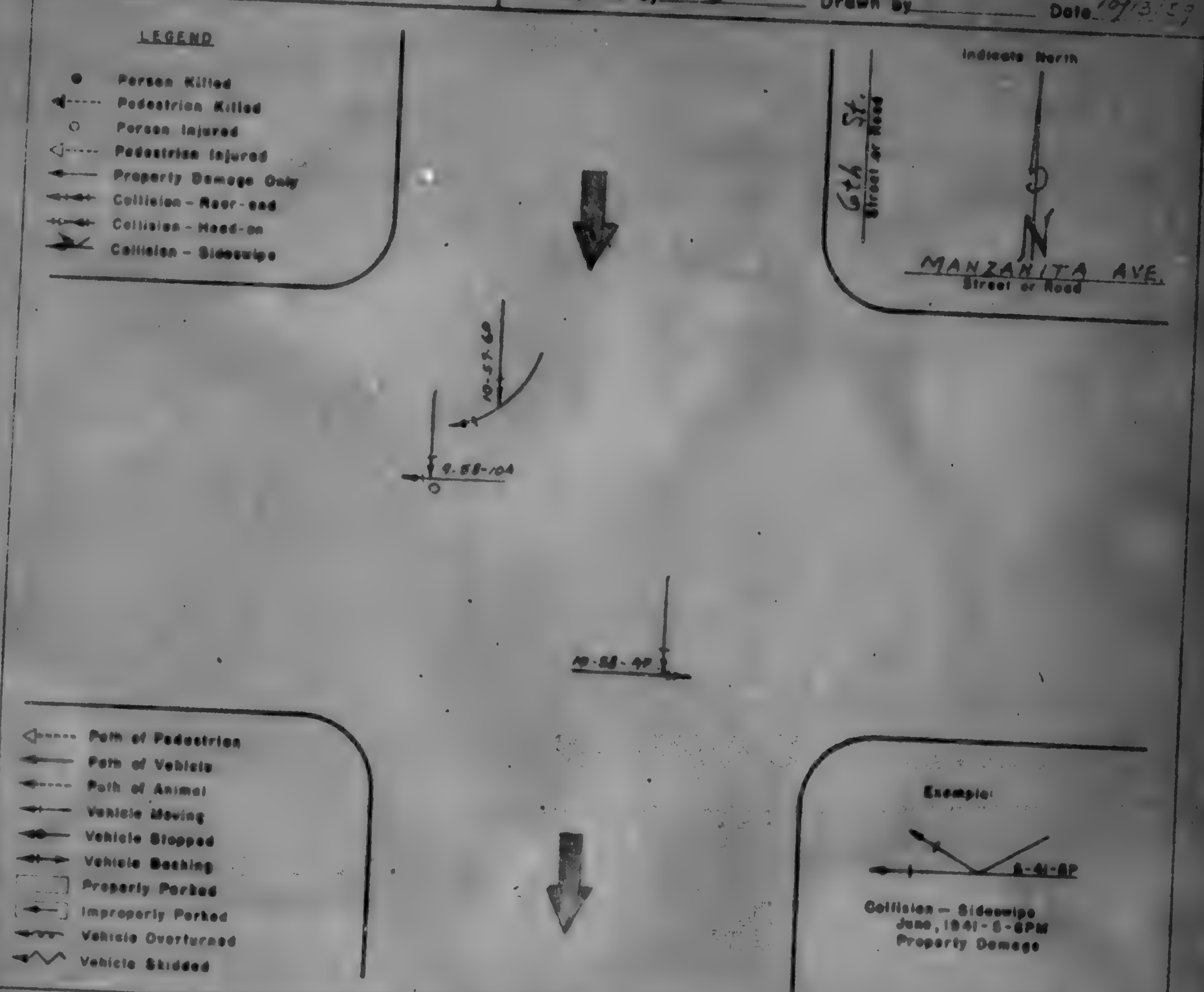

LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
6th St.
Street or Road
Indicate North
N
MANZANITA AVE.
Street or Road
10-57 6P
9-58-10A
10-58-4P
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-6P
Collision — Sideswipe
June, 1941 - 6-6PM
Property Damage

Collision Type					10-24-57 to 12-31-57				1958				8 Mos. - 1959				TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle										1	1	2						1	1	2
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement							1	1											1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL							1	1		1	1	2.				—		1	2	3

Form E-260 — 2M — 11-46

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of GRANTS PASS County JOSEPHINE
Intersection of SIXTH ST. and MANZANITA AVE.
Highway Number 1 (US99)
Period Covered 10-24-57 to 8-31-59
Compiled by L.D. Drawn by Date 10/13/59


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Indicate North
6th St.
Street or Road
N
MANZANITA AVE.
Street or Road
10-57-3
9-58-10A
10-58-4P
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-6P
Collision — Sideswipe
June, 1941 - 6-6PM
Property Damage

Collision Type					10-24-57 to 12-31-57				1958				8 Mos. - 1959				TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on										1	1	2						1	1	2
Rear-end																				
Sideswipe																				
Turning Movement							1	1											1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL							1	1		1	1	2				—		1	2	3

Form S-260 — 2M — 11-46

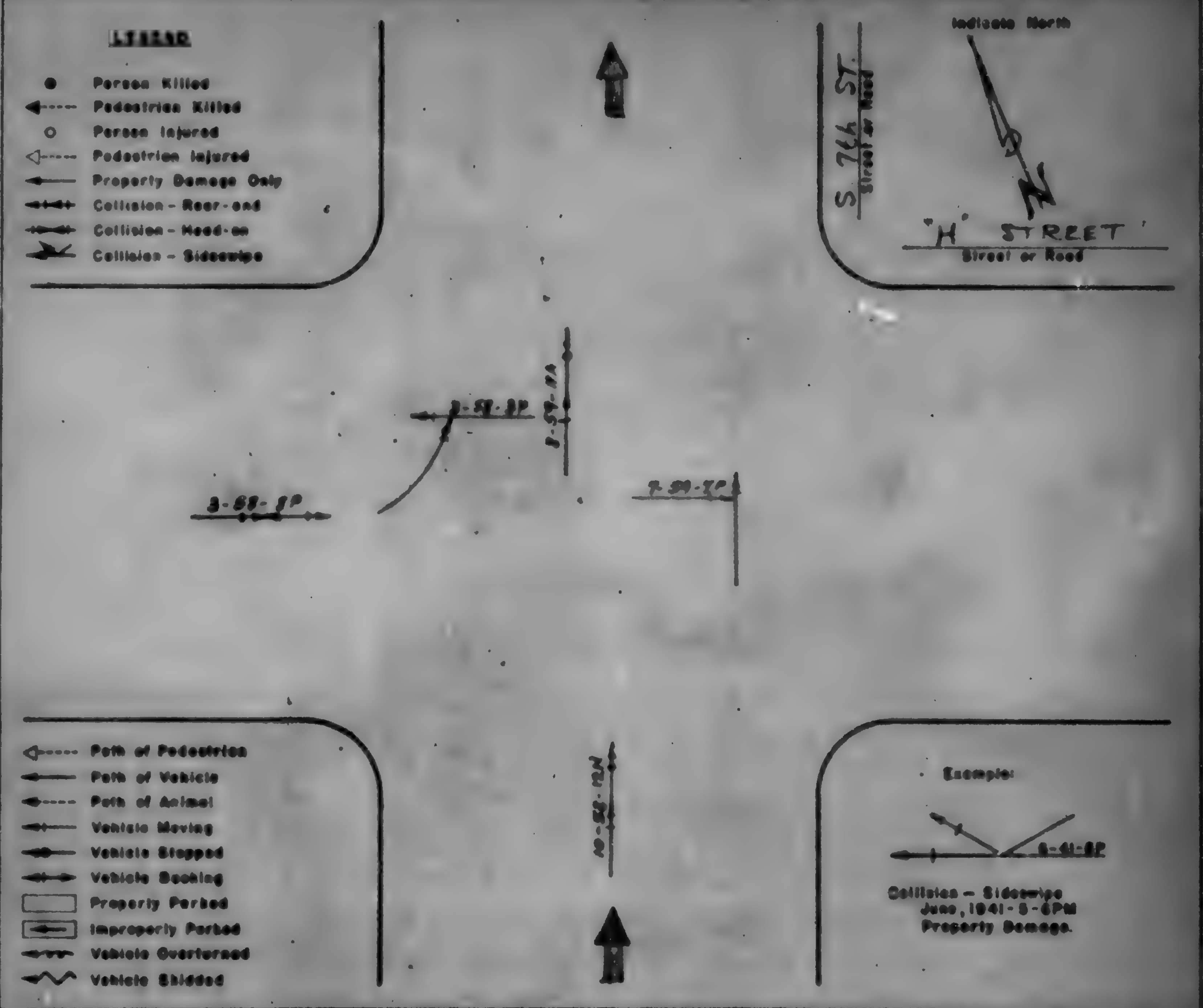
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of GRANTS PA[illegible] County JOSEPHINE
Intersection of S. SEVENTH ST and "H" ST.
Highway Number 1 (US99)
Period Covered 10-24-57 to 8-31-59
Compiled by LD Drawn by Date 10-13-59

LEGEND

Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sidewipe



Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Collision - Sideswipe
June, 1941 - 6 - 8PM
Property Damage.

Collision Type					10-24-57 to 12-31-57				1958				8 Mos - 1959				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle															1	1			1	1
Head-on																				
Rear-end											1	1			1	1			2	2
Sideswipe																				
Turning Movement											1	1							1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing											1	1								
Misc.																				
TOTAL								—			3	3			2	2			5	5

Form E-200—8M—11-46

20-1058 Swamp Cr., Lake Cr. & 1960
Lake Cr. Overflow Br.,
#5642 Siuslaw Hwy.

RECEIVED
JAN 23 1961
FOR FILING

20-1058

5642

January 20, 1961

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Walder & Kenworthy on contract #5642 for construction of the Swamp Creek-Lake Creek Overflow-Lake Creek Bridges on the Siuslaw Highway in Lane County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $47,978.91, including the post-final payment of $167.02. Of the total, $690.29 is for force accont work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
417 Failing Bldg.,
Portland 4, Oregon

cc: Walder & Kenworthy

RECEIVED
OCT 27 1960
FOR FILING

20-1058

5642

October 26, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5642 for construction of the Swamp Creek-Lake Creek Overflow-Lake Creek Bridges on the Siuslaw Highway in Lane County was completed by the contractor, Walder & Kenworthy, on September 20, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $5,366.53 will be released to the contractor on or after November 5, 1960. The total contract amount is $47,811.89, of which amount $690.29 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DC

cc: Great American Insurance Co.,
380 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
JUL - 1 1960
FOR FILING

20-1058

3642

Salem, Oregon
June 30, 1960

Mr. Ivan D. Merchant

Will you please notify the newspapers in Eugene, Junction City and Florence three days ahead of this closure so that we may have the notice in the papers.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:se

June 30, 1960

Walder & Kenworthy
491 S. E. Meldrum Avenue
Portland 22, Oregon

Gentlemen:

You have requested that we close the Siuslaw Highway at Swamp Creek on July 13 for a period of 8 hours beginning at 8:00 a.m. and ending at 4:00 p.m. in order to set the precast deck on this structure. We will consent to this closure on the following conditions:

You are at your own cost to provide a flagman at each of the following points on the Siuslaw Highway:

1. At the junction of the Siuslaw Highway and the Territorial Highway north of Franklin at approximately M.P. 60.45, and at the junction of Route F and the Siuslaw Highway near Swisshome.

These flagmen are to be stationed at least one hour prior to the closure of the bridge and to remain on duty until the bridge is again open to traffic. They are to stop cars on the highway and inform them of the closure at Swamp Creek and to give traffic directions as to how they may proceed over Route F to reach their destination.

You are to provide signs in the roadway at both of the above junctions reading "SIUSLAW HIGHWAY CLOSED AT SWAMP CREEK, M.P. 42.68".

By endorsement on this letter you accept these conditions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

WALDER & KENWORTHY

By_______________________
Partner

June 30, 1960

GSP:ee

cc to: W. C. Williams, Ivan Merchant, F. D. Morgan, D. W. Gallaher

FORM 2-123-X 75M

RECEIVED
JUL - 1960
FOR FILING

20-1058

5642

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

A

Contract [illegible]

June 30, 1960

Walder & Kenworthy
491 S. E. Meldrum Avenue
Portland 22, Oregon

Gentlemen:

You have requested that we close the Siuslaw Highway at Swamp Creek on July 13 for a period of 8 hours beginning at 8:00 a.m. and ending at 4:00 p.m. in order to set the precast deck on this structure. We will consent to this closure on the following conditions:

You are at your own cost to provide a flagman at each of the following points on the Siuslaw Highway:

1. At the junction of the Siuslaw Highway and the Territorial Highway north of Franklin at approximately M.P. 60.45, and at the junction of Route F and the Siuslaw Highway near Swisshome.

These flagmen are to be stationed at least one hour prior to the closure of the bridge and to remain on duty until the bridge is again open to traffic. They are to stop cars on the highway and inform them of the closure at Swamp Creek and to give traffic directions as to how they may proceed over Route F to reach their destination.

You are to provide signs in the roadway at both of the above junctions reading "SIUSLAW HIGHWAY CLOSED AT SWAMP CREEK, M.P. 42.68".

By endorsement on this letter you accept these conditions.

Very truly yours,

W. C. Williams
State Highway Engineer

By G S Paxson

G. S. Paxson
Assistant State Highway Engineer

G. S. PAXSON

WALDER & KENWORTHY
By Henry Walder
Partner
June 30, 1960

GSP:ae

RECEIVED
JUN - 6 1960
FOR FILING

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

20-1058
5642

June 3, 1960

Walder & Kenworthy
4911 SE Meldrum Avenue
Portland 22, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5642, awarded April 21, 1960, for bridge construction of the Swamp Creek-Lake Creek Overflow-Lake Creek Bridges on the Siuslaw Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
MAY 31 1960
FOR FILING
20 1158

5642

May 21, 1960

Oregon State Highway Commission

Gentlemen:

Your confirming of action establishing a 25-mile-per-hour speed zone is requested. Due to bridge construction, effective at 8 a.m., Monday, May 23, on the Siuslaw Highway at Swamp Creek (M.P. 42.68), Lane Creek (M.P. 43.87), and Lake Creek Overflow (M.P. 44.00), this 25-mile-per-hour construction zone was granted. It is necessary to raise the decks of the structures and maintain traffic over them while certain work is being accomplished.

This matter will be on the agenda for your approval at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

JAH:njc me

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. Ivan Merchant

RECEIVED
APR 25 1960
FOR FILING
20-1058

5642

April 22, 1960

Walder & Kenworthy
4911 S. E. Meldrum
Portland 22, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5642 for construction of Swamp Creek, Lake Creek and Lake Creek Overflow Bridges on the Siuslaw Highway in Lane County.

This award was based on your bid of $47,523, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

S-234(18) W. Unit, Siuslaw R.-Walton 1960
Sec. of Richardson-Eugene
#5643 Hwy. (stone base & oiling)

RECEIVED
SEP 27 1961
FOR FILING

5643

September 26, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5643 for stone base-oiling the West Unit of the Siuslaw River-Walton Section of the Richardson-Eugene Secondary Highway in Lane County was completed by the contractor, F. H. McEwen, on July 10, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $3,299.32 will be released to the contractor on or after October 3, 1961. The total contract amount is $109,331.49, of which amount $246.44 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. F. H. McEwen
1673 Villard Street
Eugene
Oregon

RECEIVED
AUG 24 1961
FOR FILING

5643

August 23, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. H. McEwen on contract #5643 for stone base-oiling the West Unit of the Siuslaw River-Walton Section of the Richardson-Eugene Secondary Highway in Lane County.

This payment, in the amount of $6,174.79, will be released to contractor on or after August 30, 1961. The retained percentage is $3,271.72.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. F. H. McEwen
1673 Villard Street
Eugene
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 14, 1961

Section West Unit, Siuslaw River - Walton

Kind of work Stone Base, Oiling and Stockpiles

Highway Richardson-Eugene County Lane

Section prefix 120-1059

Contractor F. H. McEwen

Contract number 5643

Date of contract April 21, 1961

Specified work days 80

Date work started May 2, 1961

Work days used 58

Project authorization . . . . . $ 128,431.69

Exclusive of engineering . . . . $ 119,298.77

Per cent of time elapsed 72.5 %

Estimated cost of completed project, exclusive of engineering . . . . $ 113,152.27

Estimated per cent underrun . . . . 5.2 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 9,132.92

Engineering cost to date $10,850, 119 %

Date project was completed July 10, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	Guardrail	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor finished painting guardrail Monday; this completes this project.

Asst. Div. Engr. L. R. Chandler made final inspection of project on Thursday.

Striping crew put traffic stripe on this section Thursday and the section was officialy opened for traffic after striping.

Construction industry strike did not affect this project.

This will be the final weekly report for this project.

Anticipated completion date of Semi-Final estimate: Aug. 1, 1961.

JUL 17 1961

NOTED

NOTED

Signed William N. Bailey Res. Engr.

Address 1410 Orchard St. Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	~~[illegible]~~ Oiling
Miles in project		1.0		1.66	
Miles partially completed					
Miles completed		1.0		1.66	
Total estimated quantities (contract)		23,900 tons	10,000 c.y.	146 tons	5,000 Lin.Ft.
Total quantities corrected to date		18,147 tons	10,384 c.y.	146 tons	4,965 Lin.Ft.
Estimated quantities moved or placed to date		18,147 tons	10,384 c.y.	146 tons	4,965 Lin.Ft.
Average daily quantities					
Average daily quantities necessary to complete project on time		Complete	Complete	Complete	Complete
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons NONE

Men and tractors

Equipment used during week: Shovels NONE ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	"		
Saturday			

FORM
COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 18 1961
FOR FILING
S-234(18)
5643

July 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Record Sampling
W. Unit, Siuslaw River-
Walton Section
Project S-234(18)
Richardson-Eugene Highway

Dear Sir:

The Division Office in Roseburg has informed us that they are ready for taking record samples of the base and leveling course on this project. Please instruct your Area Engineer to contact our Division Office in Roseburg to make arrangements for this sampling.

It is desirable that this sampling be done during the week of July 17 - 21.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

CHB:fp

cc Forrest Cooper
F. D. Morgan

NOTED
FORREST COOPER

RECEIVED
JUL 14 1961
OFFICE
STATE HIGHWAY ENGINEER

FORM CD-121
(9-22-59)

UNITED STATES VERNMENT

Memorandum

U.S. ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 10, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Record Sampling Oregon Projects F-172(10) and S-234(18)

In confirming our telephone conversation with your Roseburg Division office concerning the Beaver Creek Bridge, Project F-172(10), you are authorized to proceed with obtaining record samples of the base rock and 3/4"-0 leveling course as personnel from this office will not be able to be present for this sampling.

This sampling should be obtained in accordance with Instructional Memorandum 20-5-6 and its supplements.

With regard to the West Unit of the Siuslaw R.-Walton, Richardson-Eugene Highway S-234(18) record samples of the base and leveling course will also be required. Please advise when you will be ready to take these samples and we will arrange to have someone from this office to be present if feasible.

CONSTRUCTION DIVISION
RECEIVED
JUL 12 1961
NOTED-- ☐ g ☐ ☐ ☐
CE ACE ACE COE
CB

REFERRED TO
Baker
By Ass't. Construction Engineer

RECEIVED
JUL 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 13 1961
FOR FILING

S-234(10)

5643

July 12, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 10, 1961, on Contract No. 5643, West Unit, Siuslaw River - Walton Section, in Lane County, in connection with Federal Aid Project No. S-234(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bm

cc: Clarence G. Swenson

RECEIVED
DEC 12 1960
FOR FILES

S 234 (18)

5643

December 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 276 covering permanent signing on the Siuslaw River-Walton Section of the Eugene-Richardson Highway in Lane County, Contract No. 5643, in connection with Federal Aid Project No. S-234(18).

This work is necessary for the direction and guidance of traffic. The contractor is not equipped to do this work. The State has signing crews available to do the work more economically than by the contractor. The amount is too small to be done by separate contract. Materials to be used are purchased on the open market through competitive bids. The signs are to conform to the Oregon Manual on Uniform Traffic Control Devices. The work has been verbally approved by the BPR District Engineer.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $500 with Federal participation of $300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Encs.

RECEIVED
JUN - 6 1960
FOR FILING

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

S-334 (18)

5643

June 3, 1960

Mr. F. H. McEwen
1673 Villard St.,
Eugene
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5643, awarded April 21, 1960, for stone base-oiling the West Unit of the Siuslaw River-Walton Section of the Richardson-Eugene Secondary Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

Contract No. 5643 5-23-60 A

Monthly Transaction No.

RECEIVED
MAY 31 1960
FOR FILING

Project Report No.

F R-2
57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROAD

FEDERAL-AID PROJECT AGREEMENT

ate **Oregon**

County **Lane**

Project No. **S-234(18)**

S-234(18)
564

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355) as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

St. Rd. Siuslaw River E. 1.9 mi.
(West Unit, Siuslaw River - Walton Section)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	2-25-60	1.8
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 92,577

Federal funds $ 56,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(title)

By ______
______
(title)

By ______
______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **May 23, 1960**

USComm-DC 40257

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.5

408 State Highway Building
Salem, Oregon

May 9, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed project agreements and one copy of approved detail estimate for each of the following projects:

F-124(18) ✓	Burnt Hill-Brookings Section
F-124(19) ✓	Cape Sebastian-Burnt Hill Section
F-147(13) ✓	West Unit, Fort Rock-Brothers Section
S-49(5) ✓	John Day River Bridge and Approaches
S-234(18)	West Unit, Siuslaw River - Walton Section

If the project agreements are satisfactory, they should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

May 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the West Unit, Siuslaw River - Walton Section, Project No. S-234(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:sw

May 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Unit, Siuslaw River-Walton Section, Project No. S-234(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.

RNC:sw

Oregon State Highway Department	Federal Aid Secondary Project No. S-234(18)

WEST UNIT, SIUSLAW RIVER-WALTON SECTION OF THE RICHARDSON-EUGENE HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low-bid prices.)

Salem, Oregon, May 5, 1960

Type Code 5231
Roadway (Sta. 640+50 to Sta. 737+00)(Contract No. 5643)

Drainage Excavation, Unclassified	50	cu. yds.	$ 3.00	$ 150.00
6-inch Perforated Concrete Drain Pipe	140	lin. ft.	2.50	350.00
Special Backfill in Drains	50	cu. yds.	5.00	250.00
Metal Guard Rail	5,000	lin. ft.	2.50	12,500.00
Guide Posts, Type "W-2"	130	only	6.25	812.50
Coarse Crushed Material in Base	21,000	tons	2.30	48,300.00
3/4" - 0 Material in Base	2,900	tons	2.30	6,670.00
Sprinkling	440	M-gal.	2.20	968.00
Preparation of Base	1.66	miles	500.00	830.00
3/4" - 0 Material in Binder Course	190	cu. yds.	4.30	817.00
Furnishing and Placing Aggregates	1,220	cu. yds.	4.50	5,490.00
RC-3 Asphalt	30	tons	45.00	1,350.00
120-150 Asphalt	90	tons	42.00	3,780.00
RS-1 Asphalt	26	tons	44.00	1,144.00
Extra for Oiling Approaches	4	only	25.00	100.00
				$83,511.50
Flagging (57½% of Contractor's Cost)	All Required			50.00
Signing	All Required			600.00
	Subtotal			$84,161.50
	10% Engr. & Cont.			8,415.50
	Total			$92,577.00

Length of Roadway	1.658 Mile
Length of 4 Structures	0.164 Mile
Total Length	1.822 Mile
Cost of Roadway Per Mile.	$55,836.50

Federal Funds.	$56,000.00
State Funds.	36,577.00
	$92,577.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds For Maint: Chap. 529, laws 1939

RECEIVED
MAY 17 1960
FOR FILING
S-234(18)

5643

May 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 2, 1960, on Contract No. 5643, West Unit, Siuslaw River-Walton Section, in Lane County, in connection with Federal Aid Project No. S-234(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

A

RECEIVED
APR 25 1960
FOR FILING
S 234(18)

5643

April 22, 1960

F. H. McEwen
1673 Villard Street
Eugene, Oregon

Dear Sir:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5643, under Schedule "A", for stone base and oiling on the West Unit, Siuslaw River-Walton Section of the Richardson-Eugene Highway in Lane County.

This award was based on your bid of $113,511.50, under Schedule "A", which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

20-8318 Sutton Lake-Carter Lake 1960
Rock Prod. Proj., Oregon
#5644 Coast Hwy.

RECEIVED
JUL 31 1961
FOR FILING

5644

July 31, 1961

S. D. Spencer & Son
4614 NE 72nd Avenue
Vancouver
Washington

Gentlemen:

The State Highway Commission at its meeting held on July 25, 1961, had under discussion your request for an increase of 41, additional workdays from 75 days to 116, days within which to complete your contract #5644, without the assessment of liquidated damages, for the Sutton-Lake-Carter Lake Rock Production Project on the Oregon Coast Highway in Lane-Douglas Counties.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

dc

cc: F. D. Morgan
Bobbie D. Johnson
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Matson

RECEIVED
JUL 28 1961
FOR FILING

[illegible]

5644

July 27, 1961

Request for extension of time
No. 1
July 28, 1961 meeting

Oregon State Highway Commission

Gentlemen:

The contractor on the Sutton Lake-Carter Lake Section, Contract No. 5644, a rock production project awarded to S. D. Spencer and Son, has requested that his time be extended 41½ days from the original 75 days to 116½ days without the assessment of liquidated damages. Three reasons are listed by the contractor:

The first reason is that he overran the contract amount two per cent, for which he requests 1½ days. It is invalid because the overrun was not requested or precipitated by any action of the State.

The second reason is that his production of the ¼"-#10 material was very low during 15 days in which he was charged. This reason is also invalid, as our resident engineer took into account the rate of production of this size of material, and, furthermore, the contractor could have made screen changes to increase said production.

The third reason is that the quarry used was difficult to work and that he suffered severe equipment breakdowns. This reason is also invalid. The contractor chose his own quarry.

It is, therefore, recommended that the contractor's request for an extension of time in the amount of 41½ days be denied.

This matter will be on the agenda for the July 28 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me
Encl.
cc Tom Edwards

RECEIVED
FEB 17 1961
FOR FILING

20-8318

5644

T

February 16, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5644 for the Sutton Lake-Carter Lake Rock Production Project on the Oregon Coast Highway in Lane-Douglas Counties was completed by the contractor, S. D. Spencer & Son, on December 30, 1960, and was formally accepted by the Highway Commission on January 27, 1961.

Final payment in the amount of $856.79 will be released to the contractor on or after February 27, 1961. The total contract amount is $28,559.54, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: S. D. Spencer & Son
4614 NE 72nd Avenue
Vancouver
Washington

T

RECEIVED
JAN 20 1961
FOR FILING
20-8318

5644

January 19, 1961

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to S. D. Spencer & Son on contract #5644 for the Sutton Lake-Carter Lake Section of the Oregon Coast Highway in Lane-Douglas Counties.

This payment, in the amount of $7,992.30, will be released to contractor on or after January 30, 1961. The retained percentage is $856.79.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: S. D. Spencer & Son
4614 NE 72nd Ave.,
Vancouver, Washington

Form E-1—(Rev.)—

20-8318
5644

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 6, 19 61

Section Sutton Lake - Carter Lake

Kind of work Rock Production

Highway Oregon Coast County Lane - Douglas

Section prefix 20-8318

Contractor S. D. Spencer & Son

Contract number 5644

Date of contract April 21, 19 60

Specified work days 75

Date work started May 2, 19 60

Work days used 122

Project authorization $ 34,650.00

Exclusive of engineering $ 32,186.00

Per cent of time elapsed 162 %

Estimated cost of completed project, exclusive of engineering $ 31,379.54

Estimated per cent ~~overrun or~~ underrun - 2.5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,464.00

Engineering cost to date $ 2,329.64, 95 %

Date project was completed December 30, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

Contractor completed hauling material to State stockpile sites Dec. 30, 1960

Semi-final estimate will be completed and mailed Jan. 6, 1961.

NOTED
[illegible] C. OAKES

CONSTRUCTION DIVISION
RECEIVED
JAN 10 1961

NOTED--

Noted
M. N. Juve

Signed B D Johnson B. D. Johnson

Address Box 496 North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			15.4		
Miles partially completed			15.4		
Miles completed			15.4		
Total estimated quantities (contract)			8,800		
Total quantities corrected to date			8,966		
Estimated quantities moved or placed to date			8,966		
Average daily quantities			73		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	O'cast		
Thursday	Rain		
Friday	O'cast		
Saturday			

RECEIVED
FORM E-123
JUN - 6 1960
FOR FILING

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

20-8318

5644

June 6, 1960

S. D. Spencer & Son
4614 NE 72nd Avenue
Vancouver
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5644, awarded April 21, 1960, for the Sutton Lake-Carter Lake Rock Production Project on the Oregon Coast Highway in Lane-Douglas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
APR [illegible] 1960
FOR FILING
20-8-18
5644

A

April 22, 1960

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5644 for the Sutton Lake-Carter Lake Rock Production Project on the Oregon Coast Highway in Lane and Douglas Counties.

This award was based on your bid of $30,800, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

22-1095 Santiam Interch.-Crabtree 1960
Corner Sec. of Santiam
#5645 Hwy. (Paving)

RECEIVED
JAN 30 1961

FOR FILING

22-1195

5645

January 27, 1961

Home Indemnity Company
American Bank Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway contract #5645 for paving the Santiam Interchange-Crabtree Corner Section of the Santiam Highway in Linn County was completed by the contractor, Western Paving & Construction Co., on October 24, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $1,914.87 will be released to the contractor on or after February 6, 1961. The total contract amount is $67,534.56, of which amount $2,748.48 represents force account items.

The State has recorded a claim filed against this contract, of which you have been previously notified.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Western Paving & Const. Co.,
P. O. Box 262
Albany
Oregon

RECEIVED
APR 7 - 1961

FOR FILING

22-1095

5645

April 7, 1961

The Home Indemnity Company
621 S. W. Morrison Street
Portland 5, Oregon

Attention: Mr. Charles A. Kerr
Supervising Adjuster

Gentlemen:

In your letter of April 4 concerning our Contract No. 5645 with Western Paving and Construction Company you inquire as to the status of final payment and retained percentage on this contract.

Our records show that final payment in the amount of $1,114.87 was mailed to the contractor February 9, 1961. No retainage has been withheld.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

THE HOME INDEMNITY COMPANY

KENNETH E. BLACK, PRESIDENT

INSURED HOME NEW YORK

WARREN E. JOHNSON
Manager

621 S. W. MORRISON STREET
PORTLAND 5, OREGON

April 4, 1961

State of Oregon State Highway Department
Salem, Oregon

Attention: Floyd Query,
Secretary

Re: Western Paving and Construction Co.
State Highway Contract 5645
Our bond claim: 5921395
Our bond no. : [illegible]

Gentlemen:

I note in your letter of January 27, 1961 that final payment on this contract in the amount of $1,114.87 will be released to the contractor on or after February 6, 1961. Has this been done? Are there any retainages whatsoever being withheld from payment of this contract?

Very truly yours,

Charles [illegible] Kerr,
Supervising Adjuster

C[illegible]/hc

final made 2-9-61
no retainage

RECEIVED
APR 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 1 8 1961
FOR FILE
22-1695

5645

THE HOME INDEMNITY COMPANY

KENNETH E. BLACK, PRESIDENT

INSURED
HOME
NEW YORK

WARREN E. JOHNSON
Manager

621 S. W. MORRISON STREET
PORTLAND 5, OREGON

January 16, 1961

State of Oregon
State Highway Department
Salem, Oregon

RE: Ace Paving Company
Principle: Western Paving and Construction Co.
Power Bond # N-323543

Gentlemen:

This is to acknowledge your letter of January 10, 1961. The matter is now under investigation.

Very truly yours,

Charles A Kerr

Charles A. Kerr,
Supervising Adjuster

CAK/hc

NOTED
[illegible]

RECEIVED
JAN 1 8 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

22-1095

5645

Merle A. Long
ATTORNEY AT LAW
SUITE 200
CITIZENS BANK OF ALBANY BUILDING
Albany, Oregon
WABASH 6-1539

January 11, 1961

COPY

Secretary of State
State Capitol Building
Salem, Oregon

Re: CLAIM -- Ace Paving Company vs.
Western Paving and Construction Company
Highway Contract #5645

Dear Sir:

This date a copy of a claim against Western Paving and Construction Company has been served upon Western Paving and Construction Company. This office represents Western Paving and Construction Company and we have been asked to contest this claim and explain to the parties receiving original copies the circumstances which we feel makes the claim invalid.

Western Paving and Construction Company does acknowledge employing Ace Paving Company of Corvallis to perform certain services for them on Oregon State Highway Contract #5645. It is further conceded the agreed value for these services was to be $1,550.00. Western Paving and Construction Company does claim payment in full of this obligation to Ace Paving Company. Payment was made on November 30, 1960, in the amount of $1,500.00. In addition to this amount, Western Paving and Construction Company has furnished materials to Ace Paving Company in the amount of $66.64 which more than covers the balance due under the original agreement.

It is the contention of the Western Paving and Construction Company that there is no sum now due and owing Wooley R. Melton, doing business as Ace Paving Company and the claim as filed with the Secretary of State and the Oregon State Highway Commission and the bonding company of Western Paving and Construction Company is without basis and fact.

Yours very truly,

MERLE A. LONG

MAL: cmr
c.c. Oregon State Highway Commission
Seth Leavens Agency

NOTED
C. W. HEAD

RECEIVED
JAN 10 1961
FOR FILING
22-1095

5645

January 10, 1961

Mr. John B. Fenner
Attorney at Law
107 N. Sixth Street
Corvallis, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of January 7 and attached copy of Notice of Claim sent to the Secretary of State, on behalf of your client, Ace Paving Co., in the amount of $498.04 against the bond taken from Western Paving & Construction Co.

From the description of the claim this appears to be in connection with State Highway Contract No. 5645 for paving the Santiam Interchange Corner-Crabtree Section of the Santiam Highway in Linn County.

As soon as we receive the Secretary of State's file number we will inform the surety, the agent, and the contractor regarding the filing of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

JOHN B. FENNER
ATTORNEY AT LAW
HOYER BLDG.- 107 NORTH SIXTH STREET
CORVALLIS, OREGON
TELEPHONE PLAZA 2-2556

January 7, 1961

#5645

State Highway Commission
Public Service Bldg.
Salem, Ore.

Gentlemen: Attention Mr. Floyd Query

Thank you for your prompt response to my inquiry regarding the filing of a claim on behalf of my client, the Ace Paving Co. of Corvallis against the Western Paving and Construction Co. of Albany.

Enclosed please find a copy of such a claim, the original of which I have today mailed to the Secretary of State for filing pursuant to O.R.S. 279.526.

Please address correspondence, if any is required, in this matter to me. Payment when made should be made in the name of Willie R. Melton, dba Ace Paving Co. and should be sent in care of this office.

Thank you for your courtesy in this connection.

Sincerely yours,

John B. Fenner
JOHN B. FENNER

JBF:ec
Enc.

Cec, please [illegible]
[illegible]

RECEIVED
JAN 9 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

TO: Secretary of State
State of Oregon

NOTICE OF CLAIM

NOTICE is hereby given that the undersigned Willie R. Melton, dba Ace Paving Co., P.O. Box 44, Corvallis, Oregon has a claim for paving labor furnished by said company on the State Highway Department job Contract No. 5645 with Western Paving and Construction Co., Albany; that said paving labor was of the agreed value of $1550.00 of which said Western Paving and Construction Co. has paid $1051.96, leaving a balance owing to Willie R. Melton, dba Ace Paving Co. of $498.04 which balance is a claim against the bond taken from said Western Paving and Construction Co., as principal, and its surety, the Home Indemnity Company, Seth Leavens Agency, 500 Jackson Tower, Portland for the work under said Contract No. 5645 for paving the Santiam Interchange-Crabtree Corner Section of the Santiam Highway in Linn County. Date of Acceptance of Said Work - Dec. 12, 1960.

Dated this 7th day of January, 1961.

ACE PAVING CO.

By WILLIE R. MELTON
Willie R. Melton, sole proprietor

Copies to:

Secretary of State
Oregon State Highway Commission
Western Paving and Construction Co., Box 262, Albany, Ore.
Seth Leavens Agency, 500 Jackson Tower, Portland, Ore.

John B. Fenner
107 N. 6th Street
Corvallis, Ore.
Attorney for Claimant

Subscribed and sworn to before me this 7th day of January, 1961.

JOHN B. FENNER
Notary Public for Oregon
My commission expires 12/13/64

A true copy
John B. Fenner
atty

RECEIVED
JAN - 5 1961
FOR FILING

22-1095

5-645

January 4, 1961

Mr. John B. Fenner
Attorney-at-law
107 N. 6th Street
Corvallis, Oregon

Dear Sir:

This will confirm your telephone conversation of this date with our office concerning State Highway Contract #5645 with Western Paving & Construction Co., Albany, for paving the Santiam Interchange-Crabtree Corner Section of the Santiam Highway in Linn County.

The surety, Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

This project was completed October 24, 1960, and accepted by the State Highway Commission December 12, 1960.

If your client wishes to protect his claim under the bond it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. As requested, we are attaching excerpts from the Oregon Laws outlining the filing procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

RECEIVED
DEC 7 - 1960
FOR FILING
22-1095.

5645

December 6, 1960

Home Indemnity Co.,
American Bank Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Western Paving & Construction Co., on contract #5645 for paving the Santiam Interchange-Crabtree Corner Section of the Santiam Highway in Linn County.

This payment, in the amount of $8,523.26, will be released to contractor on or after December 16, 1960. The retained percentage is $1,944.47.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Western Paving & Construction Co.,
P. O. Box 262
Albany
Oregon

RECEIVED
NOV - 2 1960
FOR FILING
22-1695

5645

Salem, Oregon
November 1, 1960

Mr. C. G. Swenson
County and City Relations Engineer
OFFICE

This is to advise you that work was completed on October 24, 1960, on Contract No. 5645, Santiam Interchange-Crabtree Corner Section in Linn County.

R. L. Porter
Office Engineer

CN:bb

Form E-1—(Rev.)—.

22-1095

# 5645

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 29, 19 60

Section Santiam Interchange-Crabtree Corner

Kind of work Paving

Highway Santiam County Linn

Section prefix 22-1095

Contractor Western Paving & Const. Co.

Contract number 5645

Date of contract April 21, 19 60

Specified work days 85

Date work started May 26, 19 60

Work days used 97

Project authorization $ 78,842.25

Exclusive of engineering $ 73,235.69

Per cent of time elapsed 114 %

Estimated cost of completed project, exclusive of engineering $ 73,000

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 5,606.56

Engineering cost to date $ 5,600, 100 %

Date project was completed Oct. 24, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100 100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked 1 day finishing shoulders.

Job complete.

Final report.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
OCT 28 1960

NOTED ☑ ☐ ☐ ☐ ☑
CE ACE ACE COE

NOTED

Noted
M. N. Juve

Signed S. Wallies

NOTED
C. E. PAULSEN

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.14		5.14	5.14
Miles partially completed					
Miles completed		5.14		5.14	5.14
Total estimated quantities (contract)		4,000		1,780	8,200
Total quantities corrected to date		5,200		1,200	7,500
Estimated quantities moved or placed to date		5,200		1,200	7,500
Average daily quantities		300		100	350
Average daily quantities necessary to complete project on time					[illegible]
Number shifts per day					1
Hours per shift					8
Average force on project for week					3[illegible]

Men	[illegible] 1
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	[illegible] 1
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...1..., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
[illegible] 1960
FOR FILING
22-1095

5645

August 23, 1960

1789

Mr. and Mrs. H. L. Albee
165 Dodge Street
Lebanon, Oregon

Dear Mr. and Mrs. Albee:

We have investigated the matter of the damage to your electric stove by reason of its falling off your flat-bed truck while in transit to your home.

The section of road on which this accident occurred is under contract to the Western Paving and Construction Company, whose address is Post Office Box 262, Albany, Oregon. This Company, as a contractor, is responsible for negligent acts in connection with its construction work. It in turn carries insurance with the Oregon Automobile Insurance Company, Seth Levens Agency, 500 Jackson Tower, Portland 5, Oregon.

If there was negligence on the Company's part, it would be responsible.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp me

cc Western Paving and Construction Company
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

FORM E-90 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1960

SUBJECT: Pearl Albee Complaint
The Santiam Interchange-Crabtree
Corner Section
The Santiam Highway
Contract No. 5645
Assignment No. 201Y

To: Mr. L. H. Young
Assistant Construction Engineer
Department

Attached please find report from the resident engineer regarding the subject complaint which was the damage of an electric stove by its being thrown off of a truck in the construction area on the subject project. The contractor on this project is Western Paving and Construction Company. Their insurance is carried by Oregon Automobile Insurance Company. As this complaint deals with part of the construction on this project, it should be the contractor's responsibility to resolve.

Would recommend that Mrs. Albee be informed of such and given the name of the contractor and insurance company so that she can file any claim she has against them.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:djb

Attch.

CONSTRUCTION DIVISION
RECEIVED
AUG 22 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

22-1095
Contr. 5645

Albany
August 18, 1960

SUBJECT: Complaint---Mrs. Pearl Albee--Stove.

To: Mr. J.D. alker,
Division Engineer
Salem.

Reference is made to the complaint of Mrs. Pearl Albee about a bump on the pavement on The Santiam Interchange-Crabtree Corner Section of The Santiam Highway, in which she claims that the rough road caused her to lose her stove off of her truck.

The best I can find out is as follows:

The bump was the papered joint at the end of the days run of asphaltic concrete about half way between Santiam Inetrchange and Crabtree Corner. The vehicle was a flat bed Chevrolet truck, License No. 9M 8232 with rack sides and no tail gates. There apparently was a rope across the tail. It may be suspected that the jolting of the truck walked the stove, which apparently was not fastened down to near the end of the truck and when she came to the AC ramp the bump threw the stove over the end. This all occurred, apparently, July 20, 1960 between 10:00 and 11:00 P.M.

Western Paving insurance is carried by Oregon Automobile Insurance Co., Seth Lenes Agency, 500 Jackson Tower, Portland 5, Oregon.
Levens

I examined the letter from Mrs. Albee to Western Paving & Construction Co. this morning and also taked to Mrs. Albee who gave the information about the time of the accident.

S.Walters
S.F.Walters,
Resident Engineer

CC 2

NOTED
J. D. WALKER

NOTED
J. G. CANFIELD

8-11-60
165 Dodge Street
Lebanon Ore
— Albee —

State Highway
Commissioner
Salem Oregon

Dear Sir
on 7-20-60. my husband and I were moving an general Electric 3 oven stove for our home in Lebanon. we were traveling on Highway 20 toward Lebanon Oregon at night. Suddenly the truck lurched down a depresion ~~on~~ the Highway about 4 to 6 miles from albany Ore. The sudden downward motion caused our Electric range to bounce over the guy line & smash to pieces on the highway. Some people helped us pick the pieces up & the stove as is. sits usless in the yard. There was no light or no signs to signify a drop off.

may we please request your attention to this problem. we wish the address of the proper people to contact in order to have the stove replaced. we sent a message to the paving forman but have received no reply. we would appreciate a promt reply.

Sincerely
Mr + mrs H. L. Albee
165 Dodge Street
Lebanon Ore

EdW
Prepare Rep.

RECEIVED
AUG 16 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Rec 8-15-60
OSHC

FORM E-123

A

RECEIVED
MAY 11 1960
FOR FILING
22-1095
5745

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 10, 1960

Western Paving & Construction Co.,
3200 East Pacific Blvd.,
Albany
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5645, awarded April 21, 1960, for paving the Santiam Interchange-Crabtree Corner Section of the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 25 1960
FOR FILING
22-1095

5645

April 22, 1960

Western Paving and Construction Co.
P. O. Box 262
Albany, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5645 for paving on the Santiam Interchange-Crabtree Corner Section of the Santiam Highway in Linn County.

This award was based on your bid of $68,582, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
JAN 11 1961
FOR FILING
22-1095

5645

January 10, 1960

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $498.04 which has been filed with the Secretary of State (his File No. 3754) by John B. Fenner, attorney on behalf of Ace Paving Co., for labor furnished to Western Paving & Construction Co.

This appears to be in connection with State Highway Contract No. 5645 with Western Paving & Construction Co. for paving the Santiam Interchange Corner-Crabtree Section of the Santiam Highway in Linn County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

Western Paving & Construction Co.
P. O. Box 262
Albany, Oregon

Commission
W. C. Williams
Forrest Cooper

CWH:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

January 9, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from John B. Fenner, Attorney at Law Hoyer Building, 107 North Sisth Street, Corvallis, Oregon, and filed as of this date, a notice of claim by Willie R. Melton dba Ace Paving Co., P. O. Box 44, Corvallis, Oregon for paving labor furnished by said company on the State Highway Department job Contract No. 4645 with Wester Paving and Construction Co., Albany, in the sum of $1051.96, leaving a balance owing to Willie R. Melton, dba Ace Paving Co. of $498.04 which balance is a claim against the bond taken from said Western Paving and Constrution Co., principal and Home Indemnity Company, surety, Seth Leavens Agency, 500 Jackson Tower, Portland for the work under said Contract No. 5645 for paving the Santiam Interchange-Crabtree Corner Section of the Santiam Highway in Linn County.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo O Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
JAN 10 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

TO: Secretary of State
State of Oregon

NOTICE OF CLAIM

NOTICE is hereby given that the undersigned Willie R. Melton, dba Ace Paving Co., P.O. Box 44, Corvallis, Oregon has a claim for paving labor furnished by said company on the State Highway Department job Contract No. 5645 with Western Paving and Construction Co., Albany; that said paving labor was of the agreed value of $1550.00 of which said Western Paving and Construction Co. has paid $1051.96, leaving a balance owing to Willie R. Melton, dba Ace Paving Co. of $498.04 which balance is a claim against the bond taken from said Western Paving and Construction Co., as principal, and its surety, the Home Indemnity Company, Seth Leavens Agency, 500 Jackson Tower, Portland for the work under said Contract No. 5645 for paving the Santiam Interchange-Crabtree Corner Section of the Santiam Highway in Linn County. Date of Acceptance of Said Work - Dec. 12, 1960.

Dated this 7th day of January, 1961.

ACE PAVING CO.

File # 3754

FILED
JAN 9 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

By
Willie R. Melton, sole proprietor

Copies to:

Secretary of State
Oregon State Highway Commission
Western Paving and Construction Co., Box 262, Albany, Ore.
Seth Leavens Agency, 500 Jackson Tower, Portland, Ore.

John B. Fenner
107 N. 6th Street
Corvallis, Ore.
Attorney for Claimant

RECEIVED
JAN 9 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Subscribed and sworn to before me this 7th day of January, 1961.

Notary Public for Oregon
My commission expires 12/13/64

I-80N-8(8)372 N. Ontario & Idaho Ave. 1960
Interch. Rdwy. & Sign
#5646 Illumin.

RECEIVED
MAY 15 1963
FORM E-30 50M 11-61 40230
FOR FILING
5646

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1963

To:

Memorandum to Files:

SUBJECT: Olds Ferry-Ontario Signing
Cont. No. 5596
Ontario Illumination
Cont. No. 5646

We were informed February 8, 1963, by Cecil Bassett of the Bureau of Public Roads that Roger Anderson and Merrill Gilbert, subcontractors on the above captioned projects had failed to submit their payrolls and requested same in order to complete his audit.

After searching thru our files, I referred the matter to C. D. Cannon of Division V, who in turn contacted Enrique Rodriguez and George Hopkins Resident Bridge Engineers.

The required payroll for Roger Anderson was received by this office May 6, 1963, and transmitted to the Bureau of Public Roads. Merrill Gilbert's payroll was received by this office May 7, 1963, and was transmitted to the Bureau May 7, 1963.

All requirements as set forth by the Bureau have now been fulfilled and these two projects are now complete.

W. D. Garrett

WDG:smd

cc
P. M. Stephenson

FORM CD-121 (8-22-[illegible])
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT Stephenson [illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

Memorandum

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: April 30, 1963

FROM : A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

By: LRBacklund
L. R. Backlund
Administrative Manager

SUBJECT: Oregon Projects I-80N-8(8)372 and I-80N-8(9)351
Submission of Payrolls

Our records show that the following subcontracts were approved but no payrolls have been submitted to date:

Contract 5596 - Roger Anderson, subcontractor Olds Ferry-Ontario [illegible]
Contract 5646 - Merrill Gilbert General Excavation, subcontractor [illegible]

The final vouchers for these 2 projects have been audited and are being held in this office without payment, pending the submission of payrolls or a satisfactory explanation as to why none were submitted. Several previous requests for this information have been made in person and by telephone, and to date no answer has been received.

Contacted Rodriguez [illegible] the [illegible]
He is searching for information.
Rcd. both payrolls.. Job [illegible]
5-7-63
[illegible]

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM [illegible] PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
R. L. PORTER

4

William [illegible]

FORM E-30X—50M—5-68 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 29, 1963

SUBJECT: Request for Information
in Connection With BPR Audit
Contracts 5646 and 5596

To:

Mr. A. E. Johnson
Division Engineer
P.O. Box 4699
Portland 2, Oregon

Herewith a little project that got "bogged down" in this office some time ago and was again called to our attention by Bill Garrett, this having to do with subcontractors payrolls on the subject contracts.

We cannot find anything in our records regarding payrolls. We presume that Resident Bridge Engineer Rodriquez might have diaries, or other records that may shed some light on the situation. Will you pass this along to him and ask him to make a report directly to Bill Garrett.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:if
Attachment
cc: Bill Garrett

RECEIVED
OREGON STATE HIGHWAY DEPT:
BRIDGE DIVISION
AM APR 30 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

A

RECEIVED
MAY 2 - 1963

FOR FILING

5646

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

April 30, 1963

By:

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

L. R. Backlund
Administrative Manager

Oregon Projects I-80N-8(8)372 and I-80N-8(9)351
Submission of Payrolls

Our records show that the following subcontracts were approved but no payrolls have been submitted to date:

Contract 5596 - Roger Anderson, subcontractor
Contract 5646 - Merrill Gilbert General Excavation, subcontractor

The final vouchers for these 2 projects have been audited and are being held in this office without payment, pending the submission of payrolls or a satisfactory explanation as to why none were submitted. Several previous requests for this information have been made in person and by telephone, and to date no answer has been received.

copy to Stephenson
Young

5-1-63
ma

RECEIVED
MAY 26 1961
FOR FILING

I-80N-8( )372

5646

1

May 26, 1961

Sierra Electric Co.,
6015 NE Mallory
Portland 11
Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 26, 1961 had under discussion your request for an extension of time for 122 additional workdays from 20 days to 142 days within which to complete your contract #5646 without the assessment of liquidated damages, for roadway-sign installation on the North Ontario and Idaho Avenue Interchanges on the Old Oregon Trail in Malheur County.

We are pleased to inform you that the Highway Commission granted you 74 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Jc

cc: A. F. Parson
George Hopkins
Ivan D. Merchant
Bureau of Public Roads
R. L. Porter
C. H. Matson

RECEIVED
JUN 28 1961
FOR FILING

5646

June 23, 1961

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5646 for roadway and sign installation on the North Ontario and Idaho Avenue Interchanges on the Old Oregon Trail in Malheur County was completed by the contractor, Sierra Electric Co., on May 4, 1961, and was formally accepted by the Highway Commission on May 26, 1961.

Final payment in the amount of $8,122.18 will be released to the contractor on or after June 30, 1961. The total contract amount is $30,370.59, of which amount $692.59 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Maryland Casualty Co.,
Doxey Insurance Agency
115 SW 4th Avenue
Portland, Oregon

cc: Sierra Electric Co.,
6015 NE Mallory
Portland 11, Oregon

RECEIVED
MAY 22 1961
FOR FILING

I-80N-8(8) 372

5646

May 22, 1961

Request for Extension of Time
No. 2
May 26, 1961, Meeting

Oregon State Highway Commission

Gentlemen:

Sierra Electric Company, Inc., contractor on the North Ontario and Idaho Avenue Interchange Roadway and Sign Illumination Contract, No. 5646, has requested an extension of time of 122 workdays without assessment of liquidated damages in which to complete work on the contract. A copy of the contractor's request is attached.

Conditions prompting this request are as follows:

On April 21, 1960, the contract was awarded to the Sierra Electric Company in the amount of $30,758.

The contract allowed 20 workdays for completion but was purposely awarded early, so that all material necessary for the project could be ordered and be on the job when it was required. The contract also stated that it was anticipated but not guaranteed that the site would be available about June 15.

Work started on the contract June 9, 1960, and was completed May 4, 1961, with a total of 123 workdays charged, with an overrun of 103 workdays.

Upon the award of the contract, the Sierra Electric Company immediately placed its order for material and proceeded with the work in so far as it was possible. Steel poles arrived on the job on July 13, and during the unloading of steel poles it was found that seven poles had been damaged in transit and were not acceptable for installation in the project. Immediately upon notice that seven poles had been rejected, these poles were reordered from the material supplier, the Union Metal Company. Because of rolling schedules, it was not possible for the Union Metal Company to replace these poles immediately, and it was not until October 28 that replacement poles were received on the job. From this period, July 13 to October 28, very little work was done on the job, as the contractor had completed practically all of the work that could be done prior to the erection of the poles. However, during this time, workdays were charged against the contractor. A total of 123 workdays has been charged against this contract. However, of this 123 workdays, 72 workdays were charged during the period from July 13 to October 26, and it is our belief that, although not strictly according to the wording of the specifications, we cannot charge the contractor liquidated damages for this portion of the construction period.

In view of the above, I recommend an extension of 72 days without assessment of liquidated damages be granted the contractor and that he be assessed liquidated damages for 31 days of the overrun.

This is a federal-aid project, and the Bureau of Public Roads has concurred in a 72-day extension without assessment of liquidated damages.

Very truly yours,

W. C. Williams
State Highway Engineer

(Bridge) me

Enclosure

cc Ivan Merchant
C. H. Maison

RECEIVED
MAY 19 1961
FOR FILING

I-80N-8(8)372

5646

408 State Highway Building
Salem, Oregon

May 17, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

North Ontario and Idaho Avenue Interchange
Roadway and Sign Illumination
Contract No. 5646
Interstate Project I-80N-8(8)372

In reply to your letter of May 16, 1961 on subject project, we concur in your proposal to recommend an extension of 72 days to the Highway Commission. We believe the contractor should pay penalty for the 31 days after October 28, 1960.

NOTED
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FORM E-123-X
MAY 12 1961

D Cook

COMMISSIONERS
M. K. McIVER, CHAIRMAN
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WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80N-8(8)372
5646

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 11, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

Sierra Electric Company completed work on the North Ontario-Idaho Avenue Illumination Project on the Old Oregon Trail Highway in Malheur County, Contract #5646, FAP No. I-80N-8(8)372, on May 4, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

rk

cc: J. W. Nash
Floyd Query ✓
D. B. Parkes

NOTED
FLOYD QUERY

NOTED ON CARD

FORM E-123-X

RECEIVED
DEC 8 - 1960
FOR FILING
I-80N-8(8)372

COMMISSIONERS
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MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 6, 1960

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Proposed Pole Line Permit
Idaho Power Company
Project I-80N-8(8)372

Dear Sir:

Enclosed are three identical copies of a permit we propose to issue to the Idaho Power Company, covering a crossing of the "H" Line, North Ontario Interchange, on the subject-named project.

This crossing, intended to provide power for the highway illumination system, has been discussed with Mr. Jensen of your office.

If the permit as prepared meets with your approval, will you please so indicate on the executed copy of the permit and return same for our files. The two conformed copies of the permit are intended for your use.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:cw
Encls. 3

cc: Mr. P. M. Stephenson

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P. M. [illegible]

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[illegible] 1960
OFFICE OF
[illegible] ENGINEER

H

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1-80N-4 (1) 3[illegible]
5646

Salem, Oregon
October 19, 1960

North Ontario and Idaho Avenue
Interchange Illumination
Contract No. 5646

Mr. I. D. Merchant
Bridge Engineer
BUILDING

In recommending a time extension to the Sierra Electric Company on the above project, it would seem that we could probably give them the time that would have been required to place and service the seven light poles that were damaged.

They should, however, have gone ahead with their contract work as far as they could go with the material on hand and there seems to be no reason why they could not have done this well within the time allowed.

I therefore propose to recommend that they be granted an extension of time in a sufficient amount to have erected and serviced the seven poles after the replacements were received.

Will you please have someone furnish me with an estimate of time for this much of the work, broken down sufficiently so that the way in which it was computed can be explained.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

RECEIVED
SEP 27 1960
FOR FILING

[illegible]

5646

September 26, 1960

Lenske, Spiegel & Spiegel, Attorneys at Law
1123 S. W. Fifth Avenue
Portland 4, Oregon

Attention: David M. Spiegel

Gentlemen:

This is to acknowledge receipt of your letter of September 26, requesting the status of the Sierra Electric Company's contracts in the vicinity of Ontario and Albany. Sierra Electric Company is the principal contractor on these two projects, described as follows:

> Contract 5646, Roadway and sign installation, North Ontario and Idaho Avenue Interchanges on the Old Oregon Trail Highway in Malheur County. Surety, Maryland Casualty Company; Agent, Doxey Insurance, 115 S. W. Fourth Avenue, Portland.
>
> Contract 5698, North Albany and Santiam Interchange illumination, North Albany Junction-McKenzie River Section of the Pacific Highway in Linn County. Surety, Maryland Casualty Company; Agent, Doxey Insurance, 115 S. W. Fourth Avenue, Portland.

Our Bridge Division informs us that Contract 5646 is approximately 55% complete and Contract 5698 is approximately 83% complete as of this date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

LENSKE, SPIEGEL & SPIEGEL
ATTORNEYS AT LAW
LAWYERS BUILDING
1123 S. W. FIFTH AVENUE
PORTLAND 4, OREGON
CAPITOL 7-1251

September 26, 1960

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I am writing as attorney for Portland Electric and Plumbing Company.

Portland Electric and Plumbing Company has supplied to the Sierra Electric Company for two electrical installations that it is doing for the Commission. Our understanding is that both are matters of highway lighting, one located just outside of Ontario, Oregon, and the other located at Albany, Oregon.

I would appreciate being informed as to the status of these jobs, i. e., if either has been completed and whether the Sierra Electric Company holds direct contracts with yourself or is a sub contractor to another general contractor. If they are the direct contractor, I would like the name of their bondsman, or if they are the sub contractor, the name of the prime contractor and his bondsman.

Very truly yours,

David M. Spiegel

DMS:f

9-26-60
#5646 55%
#5698 83%
Both Sierra Electric Co. Contracts

RECEIVED
SEP 26 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

19

RECEIVED
MAY 27 1960
FOR FILING
I 80N-8(8)372
5646

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1960

Sierra Electric Company
6015 NE Mallory
Portland 11
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5646, awarded April 21, 1960, for roadway and sign illumination on the North Ontario and Idaho Avenue Interchanges on the Old Oregon Trail in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
APR 25 1960
FOR FILING
I-80N-8(8)372
5646

A

April 22, 1960

Sierra Electric Co., Inc.
6015 N. E. Mallory
Portland 11, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5646 for the North Ontario and Idaho Avenue Interchanges Roadway and Sign Illumination on the Old Oregon Trail Highway in Malheur County.

This award was based on your bid of $30,758, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

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FOR FILING

I-80N-8(8)372

5646

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5646 for Oregon Project I-80N-8(8)372, Ontario-Idaho State Line Sec. (Illumination), The Old Oregon Trail Highway, to Sierra Electric Co., Inc., of Portland, Oregon, low bidder in the amount of $30,758.00 at the March 29, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED

FOR FILING

I. 80N-8(3)372

5646

When replying, refer to:
08-35.4-0

408 State Highway Building
Salem, Oregon

March 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-8(3)372, North Ontario and Idaho Avenue Interchanges, Roadway and Sign Illumination.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

Dexter

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IDAHO
MONTANA
OREGON
WASHINGTON

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FOR FILING

I-80N-8(8)372

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

5646

When replying, refer to:
08-35.2-DA

408 State Highway Building
Salem, Oregon

February 23, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-8(8)372
Illumination for North Ontario-
Idaho Avenue Interchange

Dear Sir:

Reference is made to the revised plan sheet for the illumination of the above mentioned interchanges. These plans were submitted to our San Francisco office for their review and comments. The following comment was submitted and we are presenting it to you for your consideration.

> "With respect to the North Ontario Interchange the luminaires at Station WBd 1173+00, 1174+70 and 1184+10 and EBd 1176+90 are not essential to present traffic volume and could be eliminated. If at some future date, the traffic volume warranted additional units, these luminaires could be readily installed and connected into the existing circuit."

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

2/24/60
Crandall is handling
with APR.

NOTED
G. S. PAXSON

R

RECEIVED
FORM 123-X 50M 6-59
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I 80N-8(8)372

5646

November 5, 1959

Mr. Logan Lanham
Idaho Power Company
P. O. Box 30
Ontario, Oregon

Dear Mr. Lanham:

In a letter dated October 27, 1959, and directed to Mr. F. B. Crandall, Traffic Engineer, you have made inquiry regarding the last luminaire unit presently planned for installation on the west end of the approach to the Idaho Avenue Interchange structure. Our current plans now provide for a 20,000 lumen, Type II mercury-vapor unit to be installed at Engr. Sta. I25+10.

If this office can be of further assistance, please do not hesitate to contact us.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

NOTED

LDH:jj
bcc G. S. Paxson
A. F. Parson

RECEIVED
NOV - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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FOR FILING

I-80N-8(4)37 2

5646

August 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

With your letter dated July 16, 1959, directed to Mr. Williams, you have included Mr. Farin's memorandum regarding the illumination plans for the North Ontario-Idaho Avenue Interchange Section of US30 (I-80N). Mr. Farin has commented on the past use of color in illumination, the aspects of distinctive lighting and the economic factors involved in the use of fluorescent luminaires.

As was explained in our letter to you dated June 5, 1959, Oregon's use of fluorescent luminaires is not intended to produce a color differential in interchange illumination. The fluorescent luminaires are intended to provide adequate illumination on the deceleartion lane and off-ramp without producing a line of visible light sources that appear to produce another choice of traffic paths to the driver. The difference in color of reflected light on the pavement surface (particularly asphaltic concrete) from a mercury-vapor and fluorescent light source is not discernible to the eye. Hence a color differential is not the criteria for Oregon's use of fluorescent luminaires. The use of mercury-vapor luminaires on the through traffic lanes is definitely intended to produce a distinctive type of lighting but not by employing a color differential. The distinctive lighting in this instance is obtained through the use of visible or semivisible light sources rather than through a color difference or a change in light intensity. While it is true that national standards have not been established for distinctive lighting obtained by color difference or a change in light intensity, it is felt that standards are not required for traversing a delineated path established by visible light source luminaires.

In addition to distinctive lighting achieved by the use of fluorescent luminaires, there is an added benefit of reduced glare. This reduced glare is advantageous to drivers entering and traversing an off-ramp, since changes in line and grade require the best visibility consistent with good illumination practice. Glare from the mercury-vapor luminaires on the main travel lanes is also reduced to a minimum, not through the use of glare shields but through the use of a low vertical cutoff angle specified for the maximum beam of candle power transmitted from the refractor in a vertical plane.

Mr. Farin is correct in stating that the cost differential between a mercury-vapor lighting unit and a fluorescent lighting unit installed is approximately $300. This does result in a greater initial installation cost. The increased initial cost must be considered with the benefits derived from more comfortable visibility and safer nighttime traffic operation through the interchange. While it is true that the results of the benefits mentioned above are difficult to measure and evaluate, they are of the same order and importance as those benefits received from other traffic control devices which function during the hours of darkness. On a limited basis, it has been determined that those distinctive lighting installations that are now in operation in Oregon have received favorable comment and usage from various types of drivers.

With the information outlined above and the experience we have achieved with this type of illumination, we are convinced that the benefits derived are worth the additional cost. We, therefore, urge your consideration of granting approval for these distinctive type of illumination installations.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

LEG:jj:gm

R

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.2

July 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Illumination Plans

Dear Sir:

We are enclosing a copy of Mr. Farin's memorandum dated June 25, 1959 concerning illumination plans for the North Ontario, and Idaho Avenue Interchanges.

Mr. Farin's memorandum indicates that they do not feel that the higher construction cost for the fluorescent luminaires is justified, and that the motoring public would not be fully aware of the secondary purpose of the lighting arrangement.

Since considerable savings result from the use of Mercury Vapor luminaires in place of the fluorescent luminaires, and that the benefit of distinctive lighting to the motorist is a moot question we recommend that Mercury Vapor units be used throughout illumination projects.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Enclosure

Ref 909

Copy to
Crandall
"For your
Consideration".

NOTED
FORREST COOPER

Mr. C. G. Polk, Division Engineer
08-35.8-DA Salem, Oregon

June 25, 1959

S. E. Farin, Regional Engineer
07-00 San Francisco, California

R. D. Adams

Oregon Project I-80N-8(8)372, Illumination Plans - North Ontario and Idaho Avenue Interchanges

We are returning herewith the State's letter of June 5, 1959 to Division Engineer C. G. Polk, I.E.S. Lighting Data Sheet No. 26-31, North Ontario and Idaho Avenue Interchange map plans, transmitted with your memorandum of June 8, 1959, covering illumination on the above subject project.

In our memorandum of May 26, 1959, covering illumination on the above subject project, we pointed out that the map plan called for fluorescent luminaires with two 26,000 lumen lamps, which would result in a total output of 52,000 lumens such as used for white way lighting, and that the resultant high foot-candle intensity would not be suitable for use in highway lighting of concrete roadways due to reflective brightness.

The State's letter explains that a typographical error had been made on the map plans and the two 26,000 lumen lamps should have been shown as two 13,250 lumens which would have a total light output of 26,500 lumens. While the light output will be 6,500 lumens more than the 20,000 lumen output of the associated mercury vapor luminaires, the reflector characteristics and spacing of the fluorescent luminaire is such that the distributed light pattern will be within 0.6 average maintained foot-candle range which makes it suitable for use in highway lighting systems.

The State's explanation for the use of fluorescent luminaires in conjunction with mercury vapor luminaires is a desire to assist the motorist in making a quick decision as to which are through-bound lanes at an interchange. To accomplish this, they plan to use the mercury luminaire with its high angle of light cut off (ability to project a pattern of illumination longitudinally along the roadway for a distance of 200 or more feet depending upon the type of reflector and refractor used) so as to provide the approaching motorist with a visable line of luminaires for the clear delineation of through-bound traffic lanes.

For the deceleration lane and off-ramps, they prefer the fluorescent luminaire with its lower angle of light cut off (motorist does not see lamp brightness until he is within 60 to 70 feet of the luminaire) in the belief that a hidden light source for the delineation of deceleration and off-ramp lanes would be less confusing to through-

(continued)

bound traffic because unlike the mercury unit, there would not be a bright line of luminaires in view to the distant approaching motorist.

The outdoor application of distinctive illumination to highway lighting systems is an interesting subject. Research in this field in the United States and abroad has in general been inconclusive. However, with the continued improvement of luminaires and the development of gaseous and vapor lamp sources of illumination, distinctive lighting of roadways may become economically feasible in the near future.

We recall the many sodium vapor lamp installations made a number of years ago in conjunction with the filament lamp lighting systems of the period. The sodium vapor lamp was highly efficient with very little glare. Because of the yellow hue of the emitted light, it was claimed by many that the motorist would sense the cautionary message in driving through intersections, narrow bridges, and tunnels. The theory is good but it seems that the motoring public prefers white to monochromatic illumination and most of these installations have been changed to mercury vapor or fluorescent lamps.

In recent years, some organizations have been experimenting with color corrected and uncorrected mercury vapor lamp combinations, such as using silver white lamps for through-bound traffic lanes and bluish white on the deceleration and off-ramp lanes. The so-called golden lamp has also been used in various combinations with the silver white and bluish white in order to have a slightly different color for the on-ramps. Since there are no national color standards to denote through-bound traffic lanes from local, it may take several years to determine the merit, if any, of these experiments. Cost of the color-corrected lamp is about five dollars higher than the uncorrected lamp.

The use of color-corrected and uncorrected mercury vapor lamps in a conventional luminaire would, of course, present a line of visable luminaires to the approaching motorist, except that the light for the delineation of through-bound lanes would be, say, a colored corrected white while the light for the delineation of deceleration and off-ramp lanes could be an uncorrected bluish white or vice versa. If a semi-hidden (lower angle of cut off) source of light is thought desirable for the deceleration and off ramps, so-called glare shields could be used. These shields were originally developed for use with 20,000 lumen mercury vapor luminaires located in airports, depots, etc., where a lower angle of cut off was desired. Some States adopted these shields for use in rural or isolated intersections where a minimum amount of visable light to the approaching motorist was thought to be desirable. These shields are obtainable from Westinghouse Electric Company and General Electric Company at a net price of around $18.00.

(continued)

While the State's theory of distinctive lighting for the guidance of through-bound traffic is good, we are not sure that the higher construction costs are justified, in that without a national approved standard of distinctive lighting and its distribution, the motoring public would not be fully aware of the secondary purpose of the lighting arrangement. Also the present trend is towards the increased use of illuminated signs for guidance of the motoring public.

Average construction costs for a 20,000 lumen mercury vapor lighting unit complete in place would be around $825, and that for a 26,000 lumen fluorescent unit about $1,125. Project I-80N-8(8)372, North Ontario Interchange calls for 22 lighting units. The 11 fluorescent units could be replaced with 9 mercury units to make an all-mercury vapor lighting system of 20 luminaires. This in turn would reduce the estimated construction costs of $21,000 to around $16,500.

Idaho Avenue Interchange calls for 41 lighting units. The 16 fluorescent units could be replaced with 12 mercury units to form a 37 mercury luminaire system which would reduce estimated construction costs from $37,500 to around $30,525.

On project I-5-4( )193, "Q" Street Interchange, 34 lighting units will be used. The 20 fluorescent units could be replaced with 14 mercury units to make a 28 all-mercury luminaire lighting system which would reduce construction costs from an estimated $34,000 to around $23,000.

We have tried to briefly cover the subject matter as requested in your memorandum of June 8; however, should you desire further information, please let us know, and we will try to furnish it. It would appear from the State's letter that fluorescent units in combination with mercury units have been previously approved for use on all interchanges. In view of this, we will refrain in future reviews from including an economic comparison of these luminaires.

A copy of this memorandum will be mailed to Regional Engineer B. M. French for his files.

In duplicate

Attachments: Two map plans and State's letter of
June 5, 1959

cc-B. M. French, Regional Engineer

FORM E-122-X 28M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I 80N-8(8)372

5646

June 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Room 408 - State Highway Bldg.
Salem, Oregon

Re: Oregon Project I-80N-8(8)372
Illumination Plans - North
Ontario and Idaho Avenue
Interchanges

Dear Mr. Polk:

There are attached data regarding the flourescent highway luminaires currently used in Oregon, specifications and detail sheets, all of which are currently being used for illumination projects that are let to contract. This is in accord with your letter of May 28, 1959. The specifications provide technical data concerning the type of light pattern and the amount of light output for mercury-vapor luminaires used in contract projects. The specifications and the technical data sheet indicate requirements for flourescent luminaires which are used in the same contract projects. All of these attachments provide information on equipment which has been used in the past and will be used in the future for highway lighting projects in the State of Oregon.

It should be noted from the specifications that the flourescent light source which is currently being utilized is rated at 13,250 lumens each. This results in a total light output for the fixture of 26,500 lumens. This fact has not been clearly stated on our preliminary plans previously submitted to you, and would materially reduce the average foot-candle level mentioned in Mr. Farin's memorandum.

The attached detail sheets indicate that the construction of the flourescent unit is such that all light sources are hidden from the approaching driver until he reaches a point approximately 60 to 70 feet in advance of the luminaire. It is felt that this hidden light source is most advantageous for highway illumination, since it reduces the problem of glare for the driver of the approaching vehicle.

Mr. Farin comments in his memorandum on the fact that eight of the flourescent units could probably be replaced with six mercury-vapor units. While this is true, it would defeat the purpose behind the use of flourescent luminaires. Briefly, the basic concept of utilizing the

NOTED

hidden light source type of flourescent unit in conjunction with the mercury-vapor luminaire was to provide the throughbound driver with a visible pattern of luminaires while the flourescent luminaires used on the deceleration lanes and the off-ramps provide a lighted path, but do not provide a visible line of luminaires. At night, this has the effect of providing only one decision to make for the throughbound driver with a clearly delineated line of travel. At the same time, those vehicles wishing to use the off-ramps have adequate illumination on the pavement without the distracting effect of a visible line of lights leaving the main highway. It is based on this concept that the flourescent units were shown at both the North Ontario Interchange and at the Idaho Avenue Interchange.

If any further information can be furnished which might be transmitted to Mr. Farin in San Francisco, please advise us.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

Original Signed by
J. AL HEAD

J. Al. Head
Assistant Traffic Engineer

JAH:bb
Attachments
cc: G. S. Paxson

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR FILING

When replying, refer to:
08-35.8

I-80N-8(8)372
5646

408 State Highway Bldg.
Salem, Oregon

May 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-8(8)372
Illumination Plans - North
Ontario and Idaho Avenue
Interchanges

Dear Sir:

We are attaching a memorandum from Mr. S. E. Farin, Regional Engineer, Region 7, San Francisco, California, to Mr. B. M. French, referring to the subject illumination plans. Several questions are asked concerning the lighting intensity and use of fluorescent luminaires.

We would appreciate receiving your comments about the points raised in Mr. Farin's memorandum.

Very truly yours,

C. G. Polk
Division Engineer

Attachment

Orig. to
Crandle
"Please answer"
EJP

[illegible]

RECEIVED
MAY 11 1959
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
I-80N-8(8)372

When replying, refer to
5646 08-35.2-0

May 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-8(8)372

Dear Sir:

Reference is made to Mr. Paxson's April 10, 1959 letter regarding proposed illumination of the North Ontario and the Idaho Avenue Interchanges.

The provision of illumination of these two interchanges generally appears to meet the governing criteria as established by our February 19, 1959 letter on the subject. If your department desires Federal-aid participation in this work and submits the appropriate program documents, we will forward your request to our Regional office with a favorable recommendation. Adequate justification should be furnished with these documents supporting the proposed work, particularly the provision of illumination on the cross highway for the Idaho Avenue Interchange.

The preliminary design features as shown on the interchange layouts are considered to be satisfactory subject to our later review and approval of the details on submission of the P. S. & E. if program approval is obtained. Plans and special provisions should be submitted sufficiently in advance of the advertising date to permit transmittal to and review by our San Francisco Regional office. A determination on the extent of illumination on the cross street which will be eligible for participation with 1956 Act, Federal-aid Interstate funds will be made during this review.

Very truly yours,

G Polk

C. G. Polk
Division Engineer

copies to
Frobert

RECEIVED
MAY - 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 13 1959

FOR FILING

I 80N-1(8)37.2

5646

April 10, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Mr. Polk:

I am transmitting herewith, for your review and approval, illumination plans with respect to the North Ontario and the Idaho Avenue Interchanges.

In the instance of the North Ontario Interchange, it is believed that illumination is warranted. From a volume standpoint, the northerly ramps approach the 1000 ADT, which is our volume criteria cutoff in making a decision regarding illumination. Also, this is a rather important interchange from the standpoint of the city of Ontario being the main exit for vehicles to and from the north. The existing temporary interchange is presently illuminated.

At the Idaho Avenue Interchange, certain of the ramp volumes show 1975 ADT in excess of 2500 vehicles, which is considerably above the 1000-volume cutoff. Question may be raised concerning illumination of the cross highway over the structure; however, this will continue to be a high-volume primary highway, plus the fact that there is quite a bit of channelization involved, in which latter regard our policy has been that illumination be provided. We have also taken into consideration the probability of the City providing lineal illumination on Idaho Avenue from the interchange on into town.

Your early review of these plans will be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.
cc Mr. W. C. Williams
Mr. F. B. Crandall

24-3323 Detroit Lake St. Park Ext. 1960
overnight camping area
#5647

RECEIVED
OCT [illegible] 1960
FOR FILING

24-3323

5647

October 14, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5647 for the Detroit Lake State Park Overnight Camping Area Extension on the North Santiam Secondary Highway in Marion County was completed by the contractor, Harley E. Lowe and Rolla A. Bryant, on August 15, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $1,297.86 will be released to the contractor on or after October 24, 1960. The total contract amount is $35,089.37, of which amount $274.03 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

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FOR FILING

24-[illegible]

5647

N

August 26, 1960

American Surety Company
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Harley E. Lowe and Rolla A. Bryant on contract #5647 for the Detroit Lake State Park Overnight Camping Area Extension Project on the North Santiam Secondary Highway in Marion County.

This payment, in the amount of $10,524.80, will be released to contractor on or after September 6, 1960. The retained percentage is $1,036.62.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUN - 1 1960
FOR FILING

A

COMMISSIONERS
[illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

24-3323
5647

May 31, 1960

Mr. Harley E. Lowe, and
Mr. Rolla A. Bryant
P. O. Box 252
Medford, Oregon

Dear Sirs:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5647, awarded April 21, 1960, for the Detroit Lake State Park Overnight Camping Area Extension on the North Santiam Secondary Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

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APR 25 1960
FOR FILING
24-3325
5647

April 22, 1960

Harley E. Lowe and
Rolla A. Bryant
P. O. Box 252
Medford, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5647 for the Detroit Lake State Park Extension Overnight Camping Area in Marion County.

This award was based on your bid of $35,091.20 which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
C. H. Armstrong

26-3329 Benson & Dabney St. Parks 1960
(addns. to latrines)
#5648

RECEIVED
DEC 23 1960
FOR FILING
26 3329
5648

H

December 21, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Earl S. Christensen on contract #5648 for building construction in Benson and Dabney State Parks on the Columbia River Highway and Crown Point Secondary Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $8,499.60, including the post-final payment of $116.94. Of the total, $116.94 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Mr. Earl S. Christensen
6520 SE Morrison
Portland
Oregon

RECEIVED
OCT [illegible] 1960
FOR FILING
21 [illegible]
5645

October 26, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5648 for building construction in Benson and Dabney State Parks on the Columbia River Highway and Crown Point Secondary Highway in Multnomah County was completed by the contractor, Earl S. Christensen, on July 29, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $251.48 will be released to the contractor on or after November 5, 1960. The total contract amount is $8,382.66, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
OCT 1960
FOR FILING
24-3329
564

October 5, 1960

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

Dear Governor Hatfield:

Some time ago, you sent to us a letter from Burfitt Plumbing & Appliance, Inc., concerning an extra work claim on the park jobs at Dabney Park and Benson Park in Multnomah County. I have had this matter investigated, and the letter from Mr. Burfitt does not present true facts.

These park projects are under contract to Earl S. Christensen, of Portland. A part of the work involved plumbing, and Mr. Christensen arranged with Burfitt Plumbing and Appliance, Inc., to do the plumbing. While the plumbing work was underway, Mr. Christensen had no representative on the project other than the plumbing subcontractor. In excavating around the existing plumbing, it was found that valves had been damaged in some way or another and that it would be necessary to replace them. Our Resident Engineer, Mr. John Howard, directed the plumbing subcontractor to replace the valves. The replacement is extra work over and above that called for in the contract and will be paid for in accordance with the terms of the contract covering extra work. This contract provides that bills for force account work must show in payroll form the dates, names, hours worked each day, rates of pay, and the amount paid to each individual. Bills for material must be fully itemized, showing dates of delivery, quantities, unit prices, amounts and discounts, and must be accompanied by receipted invoices covering every item.

Burfitt Plumbing and Appliance, Inc., submitted a bill for the work without any payrolls, invoices, or any detail which would identify the items charged for. Our Resident Engineer wrote to the Company asking that these invoices and payrolls be submitted. He received a reply, from which the following is quoted:

> "We do not supply invoices to you as an individual, the State of Oregon, or God. So sorry, a company policy."

We then took this matter up with Mr. Christensen, the general contractor, asking him to obtain invoices and payrolls covering this charge.

The amounts of the bill seem exorbitantly high considering the work done, and our Resident Engineer followed the proper course in requesting a detail of the charge. Had the Resident Engineer not returned the billings for proper detail of the charges, the billings would have been returned from this office, as the Secretary of State would not have paid any billing not properly supported by details to identify the charges.

We are ready to make final settlement with the contractor when the details of the contract have been complied with. I return the letter from Mr. Burfitt.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ae WCW:me

Enclosure

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Ivan Merchant

RECEIVED
[illegible]
FOR FILING
[illegible]
5648

September 23, 1960

Mr. Earl S. Christensen
6520 Southeast Morrison
Portland, Oregon

RE: Benson & Dabney State Parks
State Highway Department
Contract #5648

Dear Sir:

July 29, 1960, has been established as the completion date for work on the above contract. We are in position to process the final estimate toward payment with the exception of submission by you of satisfactory supporting data for the cost of work done under Order for Extra Work No. 1, dated August 23, 1960.

You will recall that this work consisted of replacing two (2) faulty valves found in previous construction and alterations to a sewer line to meet State Sanitary Code requirements, which work was done by Burfitt Plumbing & Appliance Company, your plumbing sub-contractor.

At the request of John Howard, our Resident Engineer on the job, your plumbing sub-contractor has submitted invoices as supporting data for this Extra Work Order. The invoices submitted by the plumber are not satisfactory. State regulations and laws require the labor items to be supported by payrolls showing workmans names, dates, hours worked and rates of pay, along with the invoices for material furnished. The invoices submitted by the plumber do not show this information in all detail requested. Repeated requests by Mr. Howard to the plumber do not seem to produce the desired results. I quote you from a letter received by Mr. Howard from the plumber under date of July 16, as follows: "We do not supply invoices to you as an individual, the State of Oregon, or God. So sorry, a company policy."

We have no particular objection to the cost of the work as submitted on the plumbers bill with the possible exception of the cost of a valve supplied for the Dabney Park. The bill lists material at $44.39. Our understanding is that one (1) one and a half inch (1½") gate valve was supplied. This seems to be rather an exorbitant charge if this was the only material furnished as he billed us for $14.66 for a similar valve furnished for the Benson State Park part of the work.

It is possible that our Resident Engineer was in error in giving the order for this work directly to the plumber and also dealing direct with the plumber for the necessary supporting data rather than through you as the principal contractor. The Engineer felt that giving the order direct to the plumber would expedite the work considerably and save the State additional cost because of extra trips back to the work by the plumber. If an error was made, I am sure that it was in the interest of economy and expediency to the job and to the State.

Payment for the work done under the Force Order will, of course, be made on your final estimate, and I feel that it is your responsibility as contractor on the job to furnish the necessary supporting data in the proper form. Will you please supply the necessary information at your earliest convenience so that we can pay you the final estimate on the job and close the contract.

Burfitt Plumbing & Appliance Company has seen fit to write a severely critical letter to the Governor criticizing both the Department and John Howard for our handling in the matter. The Governor has refered the letter to me for a report and an answer. I would like to be able to tell him that both the Department and John Howard, our Resident Engineer, and you as contractor on the job, have worked together to produce the most economical facility for the State and that the whole matter came up simply as a misunderstanding as to the supporting data necessary to cover the cost of the Order for Extra Work.

Will you please do whatever possible to expedite the submission of the requested material. I am sure that if you will contact John Howard, the Resident Engineer on the job, he will supply proper forms for submission of the supporting data.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

CAG:nk

cc: John Howard
C. A. Gardner

MEMO C.A.G.

Please write letter to Sen. [illegible] with cc to [illegible] and [illegible]. Refer to Sept. [illegible] [illegible] [illegible], [illegible] [illegible], PR, etc. Copy to CSP who will write [illegible] of [illegible]

[illegible]

Columbia-Geneva Steel
Division of
United States Steel

STEEL FOR EVERY PURPOSE FROM A SINGLE SOURCE

Burfitt Plumbing & Appliance Co. . . . .

Contractors ESTABLISHED 1922

5700 N. E. SANDY BLVD.
PORTLAND 13, OREGON
DAY PHONE AT. 7-1267
NIGHT PHONE CA. 2-6181

September 14, 1960

The Honorable Mark Hatfield,
Governor of Oregon
Salem, Oregon

Dear Mark:

After listening to Vice President Nixon at the Lloyd Center yesterday, I've decided to take the bull by the horns and find out for myself the efficiency of the Oregon regime.

I am hoping you will put this in the proper hands and expedite this to the proper authorities now, not next week, in fact, if the State is efficient we will received a check in the mail for $101.80 before another week has passed.

This pertains to a small "matter", a small amount of "money" and a small "man".

The "matter" is the remodeling work Burfitt Plumbing performed at Benson State Park and Dabney State Park.

The "money" is a disputed $101.80 bill.

The "man is Engineer John Howard, employee of the State of Oregon working at 3215 N E Clackamas Street, Portland, Oregon.

Burfitt has a signed contract with the General Contractor, Earl S. Christensen, no quarrel here.

John Howard boo boo'd and ordered extra work direct by phone (over Christensen's head) to Burfitt Plumbing Co. Burfitt boo boo'd by not demanding written authorization, but Burfitt knows how slow the state moves in these matters, so to avoid holding up the job, we proceeded. No mention by John Howard of how to bill, - - so we charged a legitimate Time and Material - - DON'T FORGET, time is money, if we had waited for written okay, my men would have had to be pulled off the job. To make a long story short, the bill would have been just doubled.

over

September 14, 1960

The Honorable Mark Hatfield,
Governor of Oregon

Enclosed is a copy of a very pert, but truthful letter to John Howard and other pertinent correspondence. I have known of several broken down contractors working(?) for the State that haven't the initiative to operate in private industry. I know nothing of John Howard's background, but I do know John Howard wouldn't last a year in private business. No wonder our State taxes are so damn high. Too many leaches and not enough mechanically inclined politicians in office to recognize the "dead wood".

RECAP:

1. Burfitt signed contract to remodel Benson and Dabney State Parks.
2. John Howard ordered extra work.
3. Burfitt should have demanded Purchase Order, but the cost to the State would have been $200.00 instead of $100.00.
4. John Howard isn't man enough to admit his error and pay a just bill.
5. Now, how much more is it going to cost Oregon to get this bill paid ? $100.00, $200.00 in hidden lost labor ?

Talk is cheap.

The case rests.

Respectfully yours,

BURFITT PLUMBING & APPLIANCE, INC.

Frank

Frank Burfitt
President

FB:tl
Encls. 5

FORM E-90X 50M 7-59 22135

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 6th,1960

SUBJECT: Order for Extra Work No. 1
Benson & Dabney State Pakks
Contract 5648
Columbia River & Crown Point Hwys.

To: Ivan Merchant
Bridge Engineer
State Highway Department
Salem, Oregon

Herewith Order for Extra Work No. 1 for the subject project, providing for furnishing new gate valves at Dabney Park and Benson Park.

There is enclosed copy of a letter from Mr. J. D. Howard, advising that the original shutoff valves were not in serviceable condition, and were replaced with new ones. Mr. Howard considers the bill submitted by the subcontractor exorbitant, and efforts to arrive at a fair price have met with no success either with the subcontractor or the prime contractor, and it is proposed that this work be covered by an Order for Extra Work, leaving the burdon of the proof on the contractor to supply substantiating evidence of costs.

Approval of this order is recommended.

A E Johnson
A. E. JOHNSON
Division Engineer

AEJ:w
Encl.
cc: J. D. Howard

FORM S-27

OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1, OREGON

TELEPHONE:
DAYS—CAPITOL 6-2161
AFTER HOURS—CAPITOL 2-1500

MAILING ADDRESS:
P. O. BOX 231
PORTLAND 7, OREGON

August 29, 1960

Murfitt Plumbing and Appliance, Inc.
5700 N. E. Sandy
Portland, Oregon

Gentlemen:

Re: Benson State Park
Located on Hwy. 30
near Multnomah Falls

The plumbing installed by your firm on the recently constructed addition to existing public facilities at Benson State Park located on Hwy. 30 near Multnomah Falls was inspected by Mr. Henry R. Hagg, Deputy State Plumbing Inspector on August 26, 1960.

The plumbing as far as visible was found to meet the requirements of the State Plumbing Code and the Rules and Regulations of the State Board of Health.

Very truly yours,

D B Patton
D. B. PATTON, CHIEF
Plumbing Section
Division of Sanitation
and Engineering

DBP/hj
Enc
cc(3)

COPY

FORM S-27

OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1, OREGON

TELEPHONE:
DAYS—CAPITOL 6-2161
AFTER HOURS—CAPITOL 2-1500

MAILING ADDRESS:
P. O. BOX 231
PORTLAND 7, OREGON

August 29, 1960

urfitt Plumbing and Appliance, Inc.
5700 N. E. Sandy
Portland, Oregon

Gentlemen:

Re: Dobney State Park
Hwy. 30 - Scenic Route
via Troutdale

The plumbing installed by your firm on the recently constructed addition to existing public facilities at Dobney State Park on Hwy. 30 - Scenic Route via Troutdale, was inspected by Henry R. Hagg, Deputy State Plumbing Inspector on August 26, 1960.

The plumbing, as far as visible, was found to meet the requirements of the State Plumbing Code and the Rules and Regulations of the State Board of Health.

Very truly yours,

D B Patton
D. B. PATTON, CHIEF
Plumbing Section
Division of Sanitation
and Engineering

DBP/hj

Enc. cc (3)

COPY

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 12, Oregon
August 29, 1960

SUBJECT: Benson & Dabney Parks Latrine Additions
Contract No. 5648, Prefix 26-3329
Job No. 7448-A

To:
Mr. A. E. Johnson
Division Engineer
State Highway Dept.
Portland, Ore.

Enclosed is EWO #1 for the above latrine job covering the furnishing of new shutoff valves for the water supplies at both locations and the moving of the valves in the sanitary line at Babney Park.

As mentioned in the EWO no sanitary line is shown on the plans at Dabney Park. Since the floor slab of the new addition covers the original location of the shutoff and drain valves it was necessary to move them.

The original shutoff valves for the water lines at both locations, which were intended to be salvaged, when examined were found to have the stems either broken or badly bent. Since these valves were not in a serviceable condition they were replaced with new ones.

At the time this work came up the plumber desired to go ahead with it and I assumed the additional cost could be handled at a later date on an extra work basis. In order to expedite the paying of this bill the plumber was told to send the bill to this office and a price agreement would be written to cover it. When this bill was received it showed a charge of $14.66 for a 1½" gate valve at Benson Park and $44.39 for materials at Dabney. I could not justify either of these charges; a local supply house gave a cost of $5.60 for the 1½" valve. The bill was returned to the plumber and he was requested to itemize and supply invoices to support his costs. A copy of his reply to this is shown on the attached letter. On receipt of the plumber's letter the bills were passed on to the prime contractor who was requested to secure the needed invoices. He was also unsuccessful , so a price agreement was written based on material prices quoted by the plumbing supply house. The prime contractor refused to sign this.

Since it has not been possible to settle this on a price agreement, the enclosed EWO seems to be the only other answer. This job is complete and a final estimate will be given as soon as "Certificates of Inspection" from the various inspecting agencies are obtained. In view or the difficulties allready encountered it is doubtful if satisfactory billing for this work will be obtained for the final.

J. D. Howard
J. D. Howard
Resident Bridge Engr.

c.c. Mr. E. G. Ricketts

Form E-406—5M—10-56

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Benson and Dabney State Parks - Job No. 744[illegible] A **Date** August 2[illegible], 1960
Highway Columbia River and Crown Point **Contract No.** 524[illegible]
County Multnomah **Prefix** [illegible]
Contractor Earl C. Christensen **F. A. Project No.** -
Address 6520 S. E. Morrison, Portland, Ore. **Order No.** 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Dabney Park- Relocate shutoff and drain valves for 3inch sanitary line. Valves to be 10 ft north of new location for potable water service valves as shown on the plan. Furnish new gate valves for the shutoffs of both potable and sanitary water lines.
Benson Park- Furnish new gate valve for shutoff on water service.

1. Maximum equipment rental rates allowable as per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for the job.

Location by station numbers:

Dabney Park Latrine
Benson "

Estimate of quantities and cost:

Labor $47.00
Materials 28.00
Total $75.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Plans for the Dabney Park latrine did not show existence of sanitary water service. Shutoff and drain valves were in the area of the new addition so it was necessary to move them.

Plans call for salvaging existing shutoff valves for the water services to the latrines at Benson & Dabney parks. The existing valves were examined and found in poor condition so it seemed advisable at this time to replace them with new ones. All work has been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $[illegible]
Present estimate of project cost, including $75.00 for work under this order $[illegible].?7
Expected under-run ~~over-run~~ amount . . . . . . $[illegible].97
Expected under-run ~~over-run~~ per cent . . . . . . [illegible]

Space to right of this line is for use of Salem Office

Submitted by: J. D. Hurd
Resident Engineer

Approval Recommended: A. L. Johnson
Division Engineer

Approval Recommended: Ivan J. Merchant
Construction Engineer or Bridge Engineer

Approved W. H. Parsons
~~Deputy State Highway Engineer or~~ Assistant State Highway Engineer

State Printing 96379

FORM 2-30 50M 1 60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 12, Ore.
July 20, 1960

SUBJECT: Benson & Dabney Latrine Additions
Contract No. 5648

To: ~~Mr. Earl Christensen~~
~~6520 Southeast Morrison~~
~~Portland~~, Ore.

Please NOTE
F.B.

Enclosed is some correspondence from your plumber to me. I asked him to send these bills to me to expedite the settlement of the claim; however, according to the contract I should be dealing only with you.

I have asked him to itemize materials and labor and to furnish invoices supporting the cost of materials. This is necessary for work not covered in the contract and for which no agreement has been reached previous to doing the work. It is covered on page 6 of the contract. In addition will you please find out what is included in the bill for the work done at Dabney.

J. D. Howard
J. D. Howard
Resident Bridge Engr.

c.c. Burfitt Plbg. ✓

C O P Y

BURFITT PLUMBING AND APPLIANCE CO.

5700 N.E. Sandy Blvd
Portland 13, Oregon
Day phone AT 7-1267
Night phone CA 3-6181

July 16, 1960

John Howard
3215 N E Clackamas
Portland, Oregon

RE: Your letter of 7-15-60

Dear Mr. Howard

We do not supply invoices to you as an individual, the State of Oregon, or God. So sorry, a company policy.

The bill of #0503 has less than 15% profit. Furthermore, what have you given to this office (before the jobs at Benson and Dabney) stating we are limited to 15%? I did not know Khrushchev already was dictating the policy of the State of Oregon and Burfitt Plumbing & Appliance Inc.

Please find itemized bill enclosed for #0502.

Expecting a check by the 10th, we remain

Cordially yours,

BURFITT PLUMBING & APPLIANCE INC.

Frank Burfitt
President

FB:MB
Enc.

FORM E-30 50M 3-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 10, Oregon
July 15, 1960

SUBJECT: Plumbing Revisions, Benson & Dabney State Park Latrine Additions

To:- Burfitt Plumbing & App. , Inc.
5700 NE Sandy Blvd
Portland 13, Ore

Enclosed are bills for extra work done at Benson and Dabney State Parks.

On bill 0503 for Benson Park please supply invoice showing cost of valve. On materials we can allow cost plus 15%.

On bill 0502 for Dabney Park please itemize. On labor show rates, time, etc. On materials itemize & furnish invoices supporting unit prices.

J. D. Howard
J. D. Howard
Res. Bridge Engr.

COPY

P[illegible]FITT PLUMBING & APPLIANCE CO.
5700 N E Sandy Blv'd
Portland 13, Oregon

Date May 27, 1960

Mr John Howard
Address 3215 NE Clackamas, Portland, Ore

Quantity	Description	Price	Amt
DABNEY STATE PARK Sandy River Hiway			
Install 3" Gate valves in spring water line			
Equip & Ins			1.50
Labor at 7.50 per hr			41.25✓
Materials			44.39
TOTAL			87.14

2" and 1¼" valves,
Sanitary Water line

State to pay for new valves only - other work under contract; except that Sanitary line did not show on plans and the labor for moving is State's obligation to meet requirements of state sanitary code (10' between lines).

COPY

BURFITT PLUMBING & APPLIANCE CO.
5700 N.E. Sandy Blv'd
Portland 13, Oregon

Date May 27, 1960

M John Howard
Address 3215 NE Clackamas, Portland, Ore

Quantity	Description	Price	Amt.
BENSON STATE PARK Columbia River Hiway			
1	1½" Gate Valves		14.66

State to pay for
new valve only - other
work under contract

RECEIVED
SEP 16 1960
FOR FILING
26-3329
748

September 16, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Earl S. Christensen on contract #5648 for building construction in Benson and Dabney State Parks on the Columbia River Highway and Crown Point Secondary Highway in Multnomah County.

This payment, in the amount of $1,059.31, will be released to contractor on or after September 26, 1960. The retained percentage is $251.48.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAY 27 1960
FOR FILING
26-3529
5648

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1960

Mr. Earl S. Christensen
6520 SE Morrison
Portland
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5648, awarded April 21, 1960, for building construction in Benson and Dabney State Parks on the Columbia River and Crown Point Highways in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
MAY 24 1960
FOR FILING

26-3329
5648

May 24, 1960

CERTIFIED MAIL

Mr. Earl S. Christensen
6520 S. E. Morrison St.
Portland 16, Oregon

Dear Sir:

We are enclosing your Certified Check No. 09122 in the amount of $400.00, and $15.00 in currency.

This check and currency were submitted as a proposal guaranty with your low bid on the Benson and Dabney State Parks Project, additions to latrines, in Multnomah County, on which bids were received March 29, 1960. As this contract, No. 5648, has been fully executed, we are returning the check and currency to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Mr. John Herr
fp

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FOR FILING
26-3227
5648

A

April 22, 1960

Earl S. Christensen
6520 S. E. Morrison Street
Portland, Oregon

Dear Sir:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5648 for the project at Benson and Dabney State Parks in Multnomah County.

This award was based on your bid of $8,382.66, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
C. H. Armstrong

S-49(5) John Day R. (Cottonwood) 1960
Br., struc., grad. &
#5649 oiling

Contract 5649

2-15-62

Monthly transaction number FEB 20 1962 294	F R-2A U.S. DEPARTMENT OF COMMERCI (5-31-57) BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number **8** 5)	**MODIFICATION OF FEDERAL-AID**	County **Sherman & Gilliam**
	PROJECT AGREEMENT 2-15-62	Project number **S-49(5)**

5649

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 20**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **250,598.00**
Revised Federal funds	$ **158,742.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **15** day of **February**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst **State Highway Engineer**
(Title)

By __________

____
(Title)

By __________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **XX C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

February 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by a Highway Official, for the John Day River Section, Project No. S-49(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Contract 5649 5-20-60 A

Monthly Transaction No. 5-116	Fo[illegible]-2 ([illegible] 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No.	**FEDERAL-AID PROJECT AGREEMENT**	County **021 Gilliam** **055 Sherman**
		Project No. **S-49(5)**

RECEIVED
1960
FOR FILING

S 49(5)
5649

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **John Day River Bridge and Approaches**

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering	**9-5-58**	**----**
Rights-of-Way		
Construction	**9-5-58**	**0.3**
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ **250,077**	$ **152,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________
Deputy **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~By **C. G. Polk**
Division Engineer

By: **R. C. Wright**
Administrative Manager

Date executed by Division Engineer **May 20, 1960**

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the John Day River Section, Project No. S-49(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

May 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the John Day River Section, Project No. S-49(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.
RNC:sw

Oregon State Highway Department

Federal Aid Secondary
Project No. S-49(5)

JOHN DAY RIVER SECTION OF THE WASCO-HEPPNER HIGHWAY IN SHERMAN AND GILLIAM COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 5, 1960

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code 5231

Roadway (Sta. 289+00 thru Equa. 306+79.29 = 1000+21.06) to Sta. 1001+00)(Contract No. 5649)

Clearing and Grubbing	All	Required	$	$ 1,000.00
Special Borrow Excavation, Location "A", Unclassified	3,500	cu. yds.	1.20	4,200.00
Special Borrow Excavation, Location "B", Unclassified	1,160	cu. yds.	1.00	1,160.00
General Excavation, Unclassified	41,900	cu. yds.	0.40	16,760.00
Finishing Roadbed and Slopes	0.27	mile	1,000.00	270.00
Rounding Cutbanks	1,300	lin. ft.	0.20	260.00
Salvaging and Reinstalling Guard Rail	420	lin. ft.	1.50	630.00
Metal Guard Rail	380	lin. ft.	3.50	1,330.00
Guide Posts, Type "M-2"	12	only	5.00	60.00
Type 1 Fence	34	rods	15.00	510.00
Coarse Crushed Material in Base	2,000	cu. yds.	2.50	5,000.00
3/4" - 0 Material in Base	500	cu. yds.	2.50	1,250.00
Sprinkling	160	M-gal.	2.00	320.00
Preparation of Base	0.27	mile	500.00	135.00
Furnishing and Placing Aggregates	185	cu. yds.	3.60	666.00
200-300 Asphalt	18	tons	60.00	1,080.00
				$34,631.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 50.00
Adjust Water Line (Extra Work)	All	Required		800.00
	Subtotal			$35,481.00
	10% Engr. & Cont.			3,548.00
		Total		$39,029.00

Type Code X021

John Day River (Cottonwood) Bridge (Sta. 298+20 to Sta. 302+60) (Contract No. 5649)

Shoring, Cribbing, Etc.	All	Required		$22,000.00
Structural Excavation	1,000	cu. yds.	7.00	7,000.00
Structural Excavation Below Elevation Shown	100	cu. yds.	15.00	1,500.00
Furnish Steel Piling (10" BP 42#)	345	lin. ft.	6.00	2,070.00
Drive Steel Piles	9	only	100.00	900.00
Splice Steel Piles	2	only	50.00	100.00
Seal Concrete	342	cu. yds.	60.00	20,520.00

Class "A" Concrete (1,395 cu. yds.)	All Required	$	$87,000.00
Metal Reinforcement (333,000 lbs.)	All Required		43,290.00
8-inch Metal Drain Pipe	85 lin. ft.	3.00	255.00
Stone Riprap in Place	300 tons	5.00	1,500.00
Remove Old Bridge	All Required		3,000.00
	Subtotal		$189,135.00
	10% Engr. & Cont.		18,913.00
	Total		$208,048.00

Length of Roadway	0.269 Mile
Length of 1 Structure	0.083 Mile
Total Length	0.352 Mile
Cost of Roadway Per Mile	$145,089.21

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	39,029.00	23,400.00	15,629.00
Structure	208,048.00	126,800.00	81,248.00
	$250,077.00	$152,000.00	$98,077.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds For Maint: Chap. 175, laws 1917

RECEIVED
SEP 6 1961
FOR FILING

[illegible]

5649

September 5, 1961

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 5649, for structure, grading and oiling on the John Day River Bridge Section of the Wasco-Heppner Highway in Sherman and Gilliam Counties, was completed by the contractor, Mann Construction Company, on June 28, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $7,926.67 will be released to the contractor on or after September 12, 1961. The total contract amount is $219,934.47, of which amount $1,000.79 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Mann Construction Company
P. O. Box 595
Redmond, Oregon

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JUL 11 1961

FOR FILING

5649

D Cook

COMMISSIONERS
M. K. MCI[illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 10, 1961

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Polk:

Mann Construction Company completed work on the John Day River (Cottonwood) Bridge, on the Wasco-Heppner Highway in Sherman and Gilliam Counties, Contract No. 5649, FAP No. S-49(5), on June 28, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

mn

cc: Mr. J. W. Nash
Mr. Floyd Query ✓
Mr. D. B. Parkes

NOTED
FLOYD QUERY

NOTED ON CARD
dc

T

RECEIVED
MAR 6 1961
FOR FILING

2-49 (5)

5649

March 6, 1961

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Gentlemen:

This is to acknowledge your letter of February 28 concerning the payment status of State Highway Contract No. 5649 with Mann Construction Co. for structure, grading and oiling the John Day River Bridge Section of the Wasco-Heppner Secondary Highway in Sherman and Gilliam Counties.

Our Accounting Division has given us a complete breakdown concerning the various payments made on this contract, as follows:

Est. #	Period Covered	Amt. Pd. Contractor	Date Mailed	Retained %	Accumulated Ret. %
1	5-12 to 6-5-60	$ 1,606.50	7-18-60	$ 178.50	$ --
2	6-5- to 7-5-60	16,334.73	7-20-60	1814.97	1,993.47
3	7-5 to 8-5-60	28,365.66	8-30-60	3151.74	5,145.21
4	8-5- to 9-5-60	45,508.81	9-23-60	5056.53	10,201.74
5	9-5 to 10-5-60	27,957.76	10-27-60	3106.42	13,308.16
6	10-5 to 11-7-60	48,353.14	12-5-60	1691.84	15,000.00
7	11-7 to 12-5-60	19,961.20	12-27-60	--	No change
8	12-5-to 1-5-61	7,388.90	1-23-61	--	No change
9	1-5 to 2-5-61	12,301.65	3-2-61	--	No change

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

5649
Sherman Cty

Portland Branch • 627 Board of Trade Building • Portland 4, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

February 28,1961

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Re: Mann Construction Co.
P. O. Box 577
Redmond, Oregon

#5649

Gentlemen:

As of 11-7-60

Recently you kindly returned our inquiry regarding amounts owing to the above contractor on November 30, 1960, wherein you show an estimate of $48,353.14 paid December 5, 1960 and retainage of $1,691.84 as of that date.

The contractor's financial statement shows considerably less for the November estimate, so we wonder if the figure which you gave us represents total estimates paid through November 30, rather than the one estimate which was current as of that date. Will you kindly recheck this figure and advise.

In addition, the contractor's financial statement shows considerably more withheld in retainage as of November 30, 1960 than the amount shown by you, so we would appreciate any clarification you can give us on this point as well. For your convenience, our stamped, self-addressed envelope is enclosed.

Thank you for your assistance.

$16,961.20 paid
covers 11-7-60
to 12-5-60
No Retainage

Very truly yours

UNITED PACIFIC INSURANCE COMPANY

S W Tanner

S. W. Tanner
Fidelity & Surety Department

NOTED
C. W. HEAD

SWT:jm

Mann Construction Co Contract 5649

~~Vo #~~	Est #	Period Covered	Amt Pd. Contr.	~~Warrant #~~	Date Mailed	Retained %	accumulated Ret. %
~~14451~~	1	5/12 6/5/60	1,606.50	~~304155~~	7/18/60	178.50	
~~16863~~	2	6/5 7/5/60	16,334.73	~~309653~~	7/20/60	1814.97	1,993.47
~~19607~~	3	7/5 8/5/60	28,365.66	~~341064~~	5/30/60	3151.74	5,145.21
~~22355~~	4	8/5 9/5/60	45,508.81	~~359795~~	9/23/60	5056.53	10,201.74
~~25431~~	5	9/5 10/5/60	27,957.76	~~388491~~	10/27/60	3106.42	13,308.16
~~28876~~	6	10/5 11/7/60	48,353.14	~~1122220~~	12/5/60	1691.84	15,000.00
~~30424~~	7	11/7 12/5/60	19,961.20	~~486136~~	12/27/60	–	no change
~~1035~~	8	12/5 1/5/61	7,388.90	~~458695~~	1/23/61	–	No change
~~4449~~	9	1/5 2/5/61	[illegible].65	~~490395~~	3/2/61	–	no change

File T

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FORM E-30 50M 7-60
JAN 24 1961
FOR FILING

S-47(3)

#5649

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1961

SUBJECT: John Day River
(Cottonwood) Bridge
Contract #5649

To: Mr. W. C. Williams
State Highway Engineer
OFFICE

Dear Sir:

Mann Construction Company has completed all work on the above project with the exception of oiling on 0.27 of a mile of roadway. This work can not be completed until favorable weather in the late spring or early summer, and we are not in a position to give the contractor a completion date on it for the contract until such time as the oiling work is done.

Contractor has requested a reduction in the retained percentage held on the contract. The Division Engineer recommends that the retained percentage be reduced because of the fact that the contractor is prohibited from completing the work by conditions beyond his control.

I concur in this recommendation. With your permission, I propose to reduce the retained percentage held on the contract from the fixed amount to 3% of the completed work. May I have your approval on this action.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

APPROVED
W. C. Williams

Original sent to
Ivan Merchant

N

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FOR FILING

5-49 (5)

5649

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 25, 1960

SUBJECT: Cottonwood Bridge Project
over John Day River

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
Salem

Herewith copy of a report from Resident Engineer Glenn on the dust condition at the Cottonwood Bridge.

I believe Mr. Glenn's report covers the condition very well, and apparently the condition is under control at the present time.

This is the one that I mentioned to you yesterday of the proposed price agreement for water.

L. H. Warfield
L. H. WARFIELD
Assistant Division Engineer

LHW:hlk
Enc.

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[illegible] 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles
August 24, 1960

SUBJECT: Cottonwood Bridge Project
Wasco-Heppner Secondary.

To: Mr. L.H. Warfield
Ass't. Division Engineer
Oregon State Highway Dept.
Bend, Oregon.

Following is a report of the dust condition on the Cottonwood Bridge Project as requested in your letter of August 22, 1960.

The contractor worked the last two weeks in June doing the clearing and moved about 1,500 yds. of material from the cut at the west end of the new alignment. At this time it was obvious that the dust problem would be serious and means of controlling it discussed with the contractor. The possibility of pre-wetting the cut by pumping water from the river was discussed but as this method had met with disfavor on other projects it was decided to try using a water truck.

The contractor did not work on the grading durring the first two weeks in July and upon resuming work the material in the cut had dried out to such an extent that the dust was three foot deep in the cut and several of the equipment operators refused to work in it. For the next week the contractor tried to control the dust by wetting the cut with a water wagon. This proved futle as the truck had to be towed through the cut with a dozer and even doing the work at night when the hauling equipment wasn't working and when the loss by evaporation would be reduced, it was not possible to wet the material enough to do any good. By then the dust problem was critical. Whenever one of the haul rigs entered the road at the east end of the cut the visibility would be reduced to zero and what little traffic there was on the road would have to stop for several minutes until the dust settled. To make matters worse, the material being so dry would flow like water across the road behind the haul rig creating another hazard. When the wind was blowing the visibilit, was often less than fifty feet even when the equipment was not working in the cut.

A sprinkling system to wet the material in the cut was the logical solution to the dust problem and also as an aid to getting sufficient moisture for compaction. On July 2[illegible]th I went over the project with Dean Swift and after viewing the situation he approved the negotiating with the contractor for such a system.

The contractor installed the sprinkling system in the cut on August 19th and it was left running over the weekend. I was on the project Monday the 21st and the moisture had penetrated the cut over 24" deep and there was no dust at all on the west side of the bridge. Even at the end of the work shift there was sufficient moisture for compaction. The only sprinkling necessary with the water truck was on the east side of the river which the contractor had done prior to my arrivel at 9:30 A.M.

I am surprised there were only "several" complaints about the dust however I believe this problem is taken care of. As to the complaint about the one-way traffic signs - well there are two one-way traffic for trucks signs up. One one each side of the bridge which were installed by the sign foreman here in The Dalles durring the later part of December 1953 or the first part of January, 1954, which are still in place and in good condition.

MGlenn

M.D. Glenn
Resident Engineer

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UG 22 1960
FOR FILING
5-49(5)
5647

Salem, Oregon
August 19, 1960

Cottonwood Bridge Project
Over John Day River

Mr. Dean Swift

We have had several complaints about the conditions at the Cottonwood Bridge Project. This project also includes grading of the approaches. It is alleged that there is no attempt made to control the dust, and that with the moving of heavy equipment back and forth across the bridge, traffic is endangered. There is also complaint that there are no signs to indicate one-way traffic on the bridge.

Please have someone look into this and take any measures that seem necessary. I, of course, do not know whether the conditions are as serious as alleged.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
AUG 15 1960
FOR FILING

5-49 (6)

5649

6

August 12, 1960

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: S. W. Tanner, Bond Department

Gentlemen:

Your letter of August 11, concerning the payment status on the Mann Construction Company Contract 5649, was received in this morning's mail.

This project was awarded on April 21, 1960. In checking with the Bridge Division, they inform us that the first estimate covering this job is dated June 5. The amount earned unpaid was $1,606.50 and the retainage $178.50.

If we may be of further assistance, please call on us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

CWH:rj

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA
PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

August 11, 1960

Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Mann Construction Co. - Redmond, Oregon
Contract No. 5649

Gentlemen:

Recently you kindly returned our inquiry regarding amounts owing to the above contractor on April 30, 1960, wherein you indicate that $17,941.23 was paid on July 14, 1960. The information which we would appreciate receiving, however, is the amount which was owing at April 30, 1960. At your convenience will you please recheck your records on this contract for the amount of the Earned Estimate which was then current but unpaid at April 30.

Thank you for your assistance. For your convenience our stamped, self-addressed envelope is enclosed.

Very truly yours

S W Tanner
S. W. Tanner
Bond Department

SWT:jm
Enc.

RECEIVED
AUG 12 1960
OREGON
STATE HIGHWAY COMMISSION

Mohr in Bridge

June 5th 1st Est.
$1,606.50 Earned & Unpaid
178.50 Retained

8-12-60 G.H.

PUBLIC OFFICIAL BONDS AHEAD!

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

RECEIVED
MAY 27 1960
FOR FILING

A-44.5

5649

May 27, 1960

Mann Construction Company
P. O. Box 595
Redmond
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5649, awarded April 21, 1960, for structure-grading-oiling on the John Day River (Cottonwood) Bridge Section of the Wasco-Heppner Secondary Highway in Sherman-Gilliam Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Encl.

A

RECEIVED
APR 25 1960
FOR FILING
S-47(5)
5649

April 22, 1960

Mann Construction Co.
P. O. Box 595
Redmond, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5649 for the John Day River (Cottonwood) Bridge, structure, grading and oiling on the Wasco-Heppner Highway in Sherman and Gilliam Counties.

This award was based on your bid of $223,766, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

IDAHO
MONTANA
OREGON
WASHINGTON
RECEIVED
SEP 18 1959
FOR FILING

S-49(5)

5649

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

September 17, 1959

S-49(5)

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-49(5)
John Day River Section
Wasco-Heppner Highway

Dear Sir:

Your letter of September 16, 1959 requested prior approval for use of State-owned materials in connection with the surfacing and oiling of the bridge approaches on the above project.

The material was crushed under an earlier project and will be made available to the contractor at $1.60 per cubic yard. We hereby concur in the proposed procedure since the amount of surfacing on this bridge project is comparatively small and use of the previously produced material appears to be in the public interest. Our concurrence is given with the understanding that it is optional with him whether he uses the State-furnished material or secures the rock from another source.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

File [illegible]

29-4210 Devils Lake Fork (Wilson 1960
R.) Br. Maint. Painting
#5650

RECEIVED
AUG 25 1960
FOR FILING

14-4210

5650

August 25, 1960

The Astna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5650 for maintenance painting of the Devils Lake Fork Bridge on the Wilson River Highway in Tillamook County was completed by the contractor, Wm. A. Efraimson, on July 27, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $5,412.36 will be released to the contractor on or after September 6, 1960. The total contract amount is $11,766.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: The Aetna Casualty & Surety Co.,
James MCI Wood West & Co.,
625 Failing Bldg.,
Portland, Oregon

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AY 27 1960
FOR FILING
29-4270
5650

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1960

Mr. Wm. A. Efrainson
4434 SE 36th Place
Portland
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5650, awarded April 21, 1960, for bridge maintenance painting on the Devils Lake Fork Bridge on the Wilson River Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

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FOR FILING
27 4210
3650

April 22, 1960

William A. Efraimson
4434 S. E. 36th Place
Portland 2, Oregon

Dear Sir:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 3650 for the Devils Lake Fork (Wilson River) Bridge Maintenance Painting on the Wilson River Highway in Tillamook County.

This award was based on your bid of $11,766, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

31-8312 Union-Medical Springs Rock 1960
Prod. Proj. on Medical
#5651 Springs Hwy.

W. C Williams

December 14, 1960

31-8312

Union-Medical Springs 851
Contract No. 5651

FINAL COST ANALYSIS

Rock Production
Contractor: Arthur Simonsen & Co.
Resident Engineer: Thomas Bradd

Medical Springs Highway
Prefix No. 31-8312

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr.Mat'l in S.P.	3,342.74	Cu.Yd.	3.10	3.54	11,845.47	10,362.49
1/2"-1/4" Cr.Mat'l in S.P.	3,251.04	Cu.Yd.	3.10	3.54	11,520.51	10,078.22
1/4"-#10 Cr.Mat'l in S.P.	5,712.75	Cu.Yd.	3.10	3.54	20,243.93	17,709.53
Haul Adj. Favor of State	1,567.00	Yd.Mi.	0.10			-156.70
					$43,609.92	$37,993.54

Gross Revenue	$ 37,993.54
Total Cost	43,609.92
Net Loss	$ 5,616.38

NOTED
W. C. WILLIAMS

Net Loss equals 14.78% of Gross Revenue

CRUSHING BREAKDOWN - Contract No. 5651

Stockpile Aggregates	Quantity	Unit	Cost	Unit Cost
Move in and Set up	12, 306.53	Cu. Yd.	3, 356.22	.272
Drill and Shoot	12, 306.53	Cu. Yd.	6, 383.77	.518
Feed Crusher	12, 306.53	Cu. Yd.	6, 726.66	.546
Crushing	12, 306.53	Cu. Yd.	12, 527.02	1.017
Haul to Stockpile	12, 306.53	Cu. Yd.	12, 068.86	.980
Stockpile Crushed Materials	12, 306.53	Cu. Yd.	2, 547.39	.206
Total Cost Cr. Mat'l in Stockpile	12, 306.53	Cu. Yd.	$ 43, 609.92	$ 3.539

The crushing plant operated 276 hours for an average of 44.6 cubic yards per working hour.

DETAIL OF COSTS - Contract No. 5651

Labor:		
Labor and Supervision	$ 17,680.26	
Labor Insurance	1,594.38	
Health and Welfare	661.40	
Travel - Transportation	188.00	$ 20,124.04
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	14,909.89	
Gas, Oil and Grease	4,563.35	
Bond	223.20	
P.L. and P.D. Insurance	151.98	
P.U.C.	222.38	
Explosives	1,375.38	
Drill Steel and Bits	1,020.51	
Freight and Postage	35.14	
Home Office and General Overhead	562.35	
Move In (Set up shown in labor & Equipment	312.00	
Small Tools and Misc. Supplies	109.70	23,485.88
TOTAL COSTS		$ 43,609.92

Remarks - Contract No. 5651

This was a "State Project" consisting of the furnishing of 12, 306.53 cubic yards of crushed materials in stockpiles for later use by the State in connection with maintenance operations on the Union-Medical Springs Section of the Medical Springs Highway in Union County.

This project was bid March 29, 1960, awarded April 21, 1960, and completed August 8, 1960.

The contractor began moving some of his equipment onto the project during the week of April 11-15th, 1960, but did not begin assembly of the crushing plant nor do any drilling during this period.

Drilling in the quarry was started Monday, May 9th. Holes were drilled on eight foot centers and to a depth of twenty-one feet. The quarry was shot Thursday, May 19th but the shooting was not very successful as the material broke into sizes too large to put through the crusher.

The contractor began the assembly of the crushing plant after the shot was set off. No crushing was done the following week as the rainy weather made it impractical to work.

Some test drilling on the quarry was done during the week ending May 27th. After several test holes were dug at variable depths of from 8 - 20 feet and clay and soft rock was encountered, the contractor elected to buy a strip of land lying a few hundred feet northerly from the State quarry from which he hoped to obtain better material. Drilling in this area was begun May 30th and completed on June 9th. Holes were drilled on five foot centers. The shot was set off during the week end. The material seemed to be of better quality but still broke rather large.

The crushing plant was put into operation May 10th, ran for a few hours then was shut down to change screens. Crushing was not resumed until Monday of the following week because of the delay created by having to wait for screens to be shipped from Portland. The crusher, except for the five day delay, ran continuously throughout the following seven weeks. However, full production capacity was never obtained owing to the size of the quarry material.

The contractor suffered a loss on this project and this was due to the excessive drilling and shooting required to obtain material of suitable size to pass through the crusher and to the cost of feeding the crusher. Feeding costs were high due to the time consumed in picking and choosing desirable material. The delays in feeding caused the crusher to run empty part of the time.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

N

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SEP [illegible] 1960
FOR FILING
31-[illegible]
5651

September 27, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5651 for the Union-Medical Springs Rock Production Project on the Medical Springs Secondary Highway in Union County was completed by the contractor, Arthur Simonsen & Co., on August 8, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $1,138.84 will be released to the contractor on or after October 7, 1960. The total contract amount is $37,993.54, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

RECEIVED
[illegible] 1960
FOR FILING
31-831
5651

August 25, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen & Co., on contract #5651 for the Union-Medical Springs Rock Production Project on the Medical Springs Secondary Highway in Union County.

This payment in the amount of $3,703.99, will be released to contractor on or after September 6, 1960. The retained percentage is $1,139.84.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)

31-8312

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12, 1960

Section Union - Medical Springs

Kind of work Rock Production

Highway Medical Springs County Union

Section prefix 31-8512

Contractor Arthur Simonsen & Co.

Contract number 5651

Date of contract April 19, 1960

Specified work days 70

Date work started May 4, 1960

Work days used 49

Project authorization $41,850.00

Exclusive of engineering $38,874.00

Per cent of time elapsed 70% %

Estimated cost of completed project, exclusive of engineering $38,150.24

Estimated per cent overrun or underrun +2.5% %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $2,976.00

Engineering cost to date $1896.41, 63.7 %

Date project was completed August 8, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This project was finished on Monday of this week. Contractor is moving his equipment to a project he has at Enterprise, Oregon. The cleanup is expected to be completed this week end.

Semi-Final estimate has been completed and will be sent in on receipt of Wage Certification form from contractor.

Three men worked in field and office on this project this week.

Noted

NOTED

CONSTRUCTION DIVISION
RECEIVED
AUG 15 1960

NOTED
C. E. PAULSEN

Signed Thomas B

CE	ACE	ACE		COS
	JB			

Address La Grande, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			22.9		
Miles partially completed			22.9		
Miles completed			22.9		
Total estimated quantities (contract)			12,000 c.y.		
Total quantities corrected to date			12,306 c.y.		
Estimated quantities moved or placed to date			12,306 c.y.		
Average daily quantities			400 c.y.		
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			8		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 2, Compaction rollers ...., 6 Dump Trucks, 3 Pickups

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair & Warm		
Tuesday	" "		
Wednesday	" "		
Thursday			
Friday			
Saturday			

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FORM E-128
JUN - 6 1960
FOR FILING

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5651

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 6, 1960

Arthur Simonsen & Company
Baker
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5651, awarded April 21, 1960, for the Union-Medical Springs Rock Production Project on the Medical Springs Secondary Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

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FOR FILING
31-8312

5657

April 22, 1960

Arthur Simonsen & Co.
3005 N. 3rd Street
Baker, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5651 for the Union-Medical Springs Rock Production Project on the Medical Springs Highway in Union County.

This award was based on your bid of $37,200, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

S-438(1) Willowdale-Antelope Sec. of 1960
Antelope Cr. Rd. (Stone
#5652 leveling course & Oiling)

C4A
2209

Entered 5652

12-21-60

Monthly transaction number RECEIVED 12-54 DEC 28 1960	Fo -2A (5-[illegible]-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number FOR FILING S 424 (1) 5652	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 12 21 60	County **Wasco**
		Project number **S-438(1)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 20**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **110,889.00**
Revised Federal funds	$ **66,788.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **21** day of **December**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

USComm-DC 11170

FORM CD-121
(9-22-59)

UNITED STATES ERNMENT

Memorandum

U.S. RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: December 19, 1960

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Proposed Modification of Federal-aid Project Agreement

Attached are two copies of a proposed modification of a Federal-aid project agreement for the following project:

S-438(1) Willowdale-Antelope Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED
DEC 20 1960
OFFICE OF
STATE HIGHWAY ENGINEER

December 20, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Willowdale-Antelope Section, Project No. S-438(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:jb

Contract 5652 5-20-60 A

Monthly Transaction No. RECEIVED 1960	Fo -2 (9 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. FOR FILING S S-438(1)	**FEDERAL-AID PROJECT AGREEMENT**	County Wasco
		Project No. S-438(1)

5652

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Antelope-Willowdale Section
(Junction FAS 308 to approx. Jefferson Co. Line)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-31-59	12.9
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 108,760	$ 65,300

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Deputy State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By ~~XX~~ C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer May 20, 1960

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Willowdale-Antelope Section, Project No. S-438(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

BNC:jb

May 2, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Willowdale-Antelope Section, Project No. S-438(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-438(1)

WILLOWDALE-ANTELOPE SECTION OF THE
ANTELOPE CREEK ROAD IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 2, 1960

Type Code 5231
Roadway (M.P. 0.840 to M.P. 13.750)(Contract No. 5652)

3/4" - 0 Material in Leveling Course	21,600	tons	$1.40	$30,240.00
Sprinkling	610	M-gal.	3.00	1,830.00
Preparation of Base	12.91	miles	100.00	1,291.00
3/4" - 0 Material in Binder Course	1,200	cu.yd.	3.00	3,600.00
Furnishing and Placing Aggregates	7,780	cu.yd.	3.00	23,340.00
RC-3 Asphalt	186	tons	44.00	8,184.00
120-150 Asphalt	570	tons	40.00	22,800.00
RS-1 Asphalt	164	tons	42.00	6,888.00
				$98,173.00
Flagging (57½% of Contractors Cost)	All Required			500.00
Signing (Temp.)	All Required			200.00
	Subtotal			$98,873.00
	10% Engr. & Cont.			9,887.00
	Total			$108,760.00

Length of Roadway 12.896 Miles
Length of 3 Structures 0.014 miles
Total Length 12.910 Miles
Cost of Roadway per Mile $8,433.62

Federal Funds -	$ 65,300.00
State Funds -	21,730.00
County Funds -	21,730.00
	$108,760.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939

Note: Necessary funds have been deposited by Wasco County with the Highway Department.

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FOR FILING
C-434 (1)

NOTED
W. C. WILLIAMS

W C Williams

November 10, 1960

Willowdale-Antelope
Contract No. 5652

FINAL COST ANALYSIS
Leveling Course and Oiling
Contractor: J. C. Compton Company
Resident Engineer: A. A. Fossen

Antelope Creek Road
Prefix 553-1068-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Level Crse. in Place	20,030	Ton	1.40	1.3771	27,582.73	28,042.18
3/4"-0 Binder Mat'l in S.P.	1,140	Cu. Yd.	1.35	1.1169	1,273.30	1,539.00
Oil Aggregate in S.P.	7,565	Cu. Yd.	1.45	1.0024	7,583.02	10,969.25
Sprinkling	1,164	M-Gal.	3.00	1.4936	1,738.57	3,492.00
					$38,177.62	$44,042.43

	Revenue	Cost	Profit	% Profit
Frank Baulne	39,719.77	33,854.96	5,864.81	14.765
Yardley Construction Co.	4,322.66	4,322.66		
	$44,042.43	$38,177.62	$5,864.81	13.316

DETAIL OF COST - Contract No. 5652

Labor:		
Labor	$ 13,081.62	
Tax, Pension, etc.	2,253.72	
Travel Pay	268.50	$ 15,603.84
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	5,921.92	
Equipment Rental, Hired w/o operator	400.00	
Equipment Rental, Hired with operator	4,344.00	
Gas, Oil and Grease	3,368.29	
Bond	330.32	
Home Office and General Overhead	1,097.00	
Move In and Set Up	1,419.79	
P.U.C. and License	97.61	
Small Tools and Miscellaneous Supplies	1,272.19	18,251.12
Subcontractor:		
Yardley Construction Co., Quarrying	4,322.66	4,322.66
TOTAL COST		$ 38,177.62

CRUSHING BREAKDOWN - Contract No. 5652

	Quantity	Unit	Cost	Unit Cost
3/4"-0 Level Course Material	20,030	Ton	18,027.00	0.9000
Haul and Place	20,030	Ton	9,555.73	0.4771
Total	20,030	Ton	28,582.73	1.3771
3/4"-0 Binder Mat'l in Stockpile	1,140	Cu. Yd.	1,273.30	1.1169
Oil Aggregate in Stockpile	7,565	Cu. Yd.	7,583.02	1.0024

Remarks - Contract No. 5652

This was a "Federal Aid Secondary Project" calling for the construction of 12.91 miles of stone leveling course and shoulders and type 0-11 oil mat wearing surface, with binder course, on the Willowdale-Antelope Section of the Antelop Creek Road in Wasco County.

This is a cost analysis of the subcontractor Frank Baulne's portion of Contract No. 5652 performed by J.C. Compton Co.

The work performed by the subcontractor consisted of crushing, hauling and placing of 3/4"-0 leveling course, and the crushing and stockpiling of binder and oiling aggregates.

Analysis of cost figures submitted by Frank Baulne shows a profit of 13.3% on his portion of the project, a result of good management and operation on the job.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED

L-434 (1)

NOTED
W. C. WILLIAMS

W. C. Williams

Willowdale-Antelope Section
Contract No. 5652

FINAL COST ANALYSIS

Leveling Course and Oiling
Contractor: J.C. Compton Co.
Resident Engineer: A. A. Fossen

November 1, 1960

Antelope Creek Road
Prefix 553-1068-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Leveling Course	20,030.13	Ton	1.40	1.40	28,042.18	28,042.18
Sprinkling	1,164.00	M-Gal.	3.00	3.00	3,492.00	3,492.00
Preparation of Base	12.91	Mile	100.00	5.46	70.49	1,291.00
3/4"-0 in Binder	1,140.00	Cu.Yd.	3.00	2.575	2,935.28	3,420.00
Furnish & Place Aggreg.	7,565.00	Cu.Yd.	3.00	2.171	16,426.45	22,695.00
RC-3 Asphalt	239.30	Ton	44.00	47.163	11,286.21	10,524.80
120-150 Asphalt	564.79	Ton	40.00	44.173	24,949.43	22,591.60
RS-1 Asphalt	162.76	Ton	42.00	42.231	6,873.55	6,835.92
Force Account - Flagging						145.31
					$94,075.59	$99,037.81

	Revenue	Cost	Profit	% Profit
J.C. Compton	54,995.38	50,033.16	4,962.22	9.02
Frank Boulne	44,042.43	44,042.43		
	99,037.81	94,075.59	4,962.22	5.01

DETAIL OF COST - Contract No. 5652

Labor:		
Labor and Supervision	$ 8,473.83	
Tax, Welfare, Etc.	784.96	
Travel Pay	169.75	$ 9,428.54
Materials:		
RC-3 Asphalt	6,401.28	
120-150 Asphalt	13,554.96	
RS-1 Asphalt	4,199.21	24,155.45
Equipment Rental & Miscellaneous Supplies:		
Equipment Rental, Owned	2,665.61	
Equipment Rental, Hired	838.97	
Gas, Oil and Grease	1,984.99	
Bond and Insurance	741.69	
Move In and Set Up	1,161.65	
Small Tools and Misc. Supplies	765.30	
P.U.C. and License	270.96	
Overhead	52.99	
Freight (Including Oil)	7,967.01	16,449.17
Subcontractor:		
Frank Boulne, Crushed Rock	40,550.43	
Frank Boulne, Sprinkling	3,492.00	44,042.43
TOTAL COST		$ 94,075.59

CRUSHING BREAKDOWN - Contract No. 5652

	Quantity	Unit	Cost	Unit Cost
3/4"-0 Leveling in Place	20,030.13	Ton	28,042.18	1.40
Total	20,030.13	Ton	28,042.18	1.40
3/4-0 Binder in Stockpile	1,140	Cu.Yd.	1,539.00	1.35
Load, Haul and Place	1,140	Cu.Yd.	1,396.28	1.225
Total	1,140	Cu.Yd.	2,935.28	2.575
Oil Rock in Stockpile	7,565	Cu.Yd.	10,969.25	1.45
Load, Haul and Place	7,565	Cu.Yd.	5,457.20	0.721
Total	7,565	Cu.Yd.	16,426.45	2.171

Remarks - Contract No. 5652

This was a "Federal Aid Secondary Project" consisting of the construction of 12.91 miles of stone leveling course and shoulders and Type 0-11 oil mat wearing surface, with binder course, on the Willowdale-Antelope Section of the Antelope Creek Road in Wasco County.

The contract was awarded May 18, 1960; work on drilling and shooting of the quarry began May 26th, and was completed June 4, 1960. Crushing and placing of the leveling course began June 16th. Binder was shot July 1, 1960 to July 8, 1960 and crusher continued crushing and piling oil aggregates.

Oil aggregate crushing was completed July 18th and crushing equipment moved out by July 21st. Oil mat laying commenced July 18th and completed with seal August 1, 1960. Blade brooming and removal of excess 1/4"-#10 completed August 5, 1960.

Semi-final submitted to Division office August 26, 1960.

Frank Baulne, subcontractor, crushed and hauled the materials.

Analysis of project by cost figures received from contractor shows a profit of 5.01%. This amount seems to be compatable with equipment and time used on the project.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
OCT 21 1960
FOR FILING

5-4371
5652

October 21, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5652 for stone leveling course-oiling the Willowdale-Antelope Section of the Antelope Creek Road in Wasco County was completed by the contractor, J. C. Compton Co., on August 5, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $2,966.78 will be released to the contractor on or after October 31, 1960. The total contract amount is $99,037.81, of which amount $145.31 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
P. O. Box 117
McMinnville, Oregon

RECEIVED
SEP [illegible] 1960
FOR FILING
3-434 (8)
3

September 22, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co., on contract #5652 for stone leveling course-oiling the Willowdale-Antelope Section of the Antelope Creek Road in Wasco County.

This payment, in the amount of $4,541.51, will be released to contractor on or after October 3, 1960. The retained percentage is $2,966.78.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
P. O. Box 117
McMinnville, Oregon

Form E-1—(Rev.)—

5 434 (1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 27, 1960

Section Willowdale - Antelope

Kind of work Leveling and Oiling

Highway Antelope Cr. Rd. County Wasco

Section prefix 533-1068

Contractor J. C. Comptom Co.

Contract number 5652

Date of contract April 21, 1960

Specified work days 90

Date work started May 26, 1960

Work days used 48

Project authorization $111,232.13

Exclusive of engineering $103,322.29

Per cent of time elapsed 53 %

Estimated cost of completed project, exclusive of engineering $103,322.29

Estimated per cent overrun or underrun . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $7,909.84

Engineering cost to date $11,656.25, 147 %

Date project was completed Aug. 5, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
----- To	Be Done By C	ounty Forces	-------	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate Sent To Division Office Friday This Week.

This Project Completed.

NOTED

CONSTRUCTION DIVISION
RECEIVED
AUG 29 1960
NOTED—
CE ACE ACE COE

Signed

Address P. O. Box 737 A, Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		12.91		12.91	
Miles partially completed		0		0	
Miles completed		12.91		12.91	
Total estimated quantities (contract)		21,600 ton		920 ton oil 8,980 cy.agg.	
Total quantities corrected to date		20,030 ton		967 ton oil 8,705 cy.agg.	
Estimated quantities moved or placed to date		20,030 ton		967 ton oil 8,705 cy.agg.	
Average daily quantities		0		0	
Average daily quantities necessary to complete project on time		0		0	
Number shifts per day					
Hours per shift					
Average force on project for week		**** Project Completed ****			

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Fair		
Saturday			

RECEIVED
AUG 10 1960
FOR FILING

S-438(1)
5652

August 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 5, 1960, on Contract No. 5652, Willowdale-Antelope Section, in Wasco County, in connection with Federal Aid Project No. S-438(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
cc: Clarence G. Swenson

RECEIVED
FORM E-128
JUN - 6 1960
FOR FILING

A

W. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

S 438(1)

5652

June 6, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5652, awarded April 21, 1960, for stone leveling course-oiling the Willowdale-Antelope Section of the Antelope Creek Road in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
JUN -1 1960
FOR FILING

S438(1)

5652

May 31, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 26, 1960, on Contract No. 5652, Willowdale-Antelope Section, in Wasco County, in connection with Federal Aid Project No. S-438(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

A

RECEIVED
APR 25 1960
FOR FILING
533-1068

5652

April 22, 1960

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5652 for stone leveling course and oiling on the Willowdale-Antelope section of the Antelope Creek Road in Wasco County.

This award was based on your bid of $98,173, which was the low bid submitted to the Commission on March 29, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
PR 3 1960
FOR FILING
533-1068

5652

P

April 18, 1960

County Court of Wasco County
Court House
The Dalles, Oregon

Gentlemen:

We are enclosing for the records and files of Wasco County a fully executed copy of an agreement between the State Highway Commission and Wasco County covering the Willowdale-Antelope Section of FAS 704 in Wasco County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 19 1960
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2809

Salem, Oregon
April 18, 1960

FAS Project Agreement
Wasco County

Mr. C. G. Swenson
Engineer, County & City Relations
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with Wasco County covering the Willowdale-Antelope Section of FAS 704 in Wasco County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Wasco County.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 7, 1960

SUBJECT: FAS Project Agreement
Wasco County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Willowdale-Antelope Section of FAS 704 in Wasco County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Ths project was approved 1/22/59.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

APPROVED BY HIGHWAY COMMISSION
DATE 1-22-59 Misc. Page 23
Floyd Query
Secretary

1-8318 Grant Co. Line-Malheur Co. 1960
Line Rock Prod. Proj.
#5653

RECEIVED
OCT 31 1960
FOR FILING

W. C. Williams

NOTED
W. C. WILLIAMS

October 18, 1960

Grant County Line-Malheur County Line
Contract No. 5653

FINAL COST ANALYSIS
Rock Production
Contractor: E.H. Etschner Co.
Resident Engineer: L.C. Stratton

John Day and Baker-Unity Highways
Prefix No. 1-8318

1-8318
5653

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr.Mat'l in S.P.	3,301.61	Cu.Yd.	2.90	2.73	9,035.36	9,574.67
1/2"-1/4" Cr.Mat'l in S.P.	3,550.31	Cu.Yd.	2.90	2.73	9,715.95	10,295.90
1/4"-#10 Cr.Mat'l in S.P.	4,721.87	Cu.Yd.	2.90	2.73	12,922.10	13,693.42
1/4"-0 Cr.Mat'l in S.P.	890.08	Cu.Yd.	2.90	2.73	2,435.84	2,581.23
PA#1 Cr.Mat'l in S.P.	835.80	Cu.Yd.	0.25			208.95
PA#2 Haul Adj. favor of State	2,579.00	Yd.Mi.	0.10			-257.90
					$34,109.25	$36,096.27

Gross Revenue	$ 36,096.27
Total Cost	34,109.25
Net Profit	$ 1,987.01

Net Profit equals 5.50% of Gross Revenue

CRUSHING BREAKDOWN - Contract No. 5653

	Quantity	Unit	Total Cost	Unit Cost
Move In	12,463.87	Cu.Yd.	599.45	.048
Drill and Shoot	12,463.87	Cu.Yd.	4,912.83	.394
Feed Crusher	12,463.87	Cu.Yd.	4,521.65	.363
Crushing	12,463.87	Cu.Yd.	11,964.45	.959
Haul to Stockpile	12,463.87	Cu.Yd.	11,307.15	.906
Stockpiling Crushed Mat'l	12,463.87	Cu.Yd.	803.72	.065
Total Cost of Cr.Mat'l in S.P.	12,463.87	Cu.Yd.	$34,109.25	2.735

The crushing plant operated 203 hours for an average of 61.39 cubic yards per working hour.

DETAIL OF COSTS - Contract No. 5653

Labor:		
Labor and Supervision	$ 6,836.13	
Labor Insurance	440.17	
Health and Welfare	16.25	
Travel-Transportation	204.00	
Pension	16.25	$ 7,512.80
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	9,820.68	
Equipment Rental, Hired fully operated	8,915.88	
Gas, Oil and Grease	1,114.36	
Bond	270.68	
Explosives	2,209.14	
Freight and Postage	14.02	
Home Office and General Overhead	429.51	
P.L. and P.D. Insurance	120.60	
Move In	572.15	
P.U.C.	201.58	
Drilling	2,479.97	
Small Tools and Misc. Supplies	447.88	26,596.45
TOTAL COST		$ 34,109.25

Remarks - Contract No. 5653

This was a "State Project" consisting of the furnishing of 12,463.87 cubic yards of crushed materials in stockpiles for later use by the State in connection with maintenance operations on the Grant County Line-Malheur County Line Section of the John Day Highway in Baker County.

This project was bid April 19th, awarded April 21, 1960, and completed June 30, 1960.

Work on this project was started May 3, 1960. The contractor moved in a D-7 dozer for stripping the quarry and a drilling crew with air drills and compressor. This crew spent the week in drilling and shooting.

The following week the contractor moved in and set up his crushing plant and allied equipment. Crushing began on June 11, 1960. A 3/4-cubic yard shovel and two dumptors were used to feed the plant. Hired hauling equipment was used to transport crushed materials from the plant to stockpile sites. The D-7 dozer was used to pile and form the crushed material stockpiles.

The crushing plant operated continuously without major breakdowns, and the project was completed in record time.

The above quarry was located at M.P. 202.6 on the John Day Highway. This quarry furnished about 75% usable material.

Despite the efficient operations of the contractor, only a fair profit was made on the project.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
SEP - 6 1960
FOR FILING

1 1314

5653

September 2, 1960

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5653, for Grant County Line-Malheur County Line Rock Production Project on the John Day Highway in Baker County, was completed by the contractor, E. H. Itschner Co., on June 30, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $1,092.13 will be released to the contractor on or after September 12, 1960. The total contract amount is $36,096.27 and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Great American Surety Co.
Bond Department
320 California St.
San Francisco 4, California

Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

RECEIVED
AUG 4 - 1960
FOR FILING
1-8318

573

A

August 3, 1960

Great American Insurance Co.,
Walls-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co., on contract #5653 for the Grant County Line-Malheur County Line Rock Production Project on the John Day Highway in Baker County.

This payment, in the amount of $3,123.89, will be released to contractor on or after August 13, 1960. The retained percentage is $1,082.60.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

1-8318

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OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

Final Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2, 1960, 19

Section Grant Co. Line-Malheur Co. Line

Kind of work Rock Production

Highway John Day County Baker

Section prefix 1-8318

Contractor E. H. Itschner

Contract number 5653

Date of contract April 21, 1960, 19

Specified work days 70

Date work started May 3, 1960, 19

Work days used 27

Project authorization . . . . . $ 40,455.00

Exclusive of engineering . . . . $ 37,578.20

Per cent of time elapsed 38.6 %

Estimated cost of completed project, exclusive of engineering . . . . $ 37,578.20

Estimated per cent overrun or underrun . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 2,876.80

Engineering cost to date $ 2,200, 76.5 %

Date project was completed June 30, 1960, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Crushing completed Thursday of this week. Contractor tearing down plant.

CONSTRUCTION DIVISION
RECEIVED
JUL 5 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

NOTED

Signed L. C. Stratton By M.M. Schmidt

Address Rand Building, Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			23.36		
Miles partially completed			~~23.36~~		
Miles completed			23.36		
Total estimated quantities (contract)			12,300		
Total quantities corrected to date			12,300		
Estimated quantities moved or placed to date			12,300		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			9		
Average force on project for week			9		

Men	8
Supervision	1
Men and trucks under 3 tons	4
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday			
Wednesday	all		
Thursday			
Friday		Week	
Saturday			

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

RECEIVED
JUN - 3 1960
FOR FILING

1-8218

5653

June 2, 1960

E. H. Itschner Co.,
Molalla
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5653, awarded April 21, 1960, for the Grant County Line-Malheur County Line Rock Production Project on the John Day Highway in Baker County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

RECEIVED
APR 25 1960
FOR FILING
[illegible]

5653

A

April 22, 1960

E. H. Itschner Company
Molalla
Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract #5653 for the Grant County Line-Malheur County Line Rock Production Project on the John Day and Baker-Unity Highways in Baker County.

This award was based on your bid of $35,960.00 which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

1-8319 Union Co. Line-Baker Rock 1960
#5654 Prod. Proj., Old Ore. Tr.

RECEIVED
JAN 31 1961
FOR FILING

1-5319

5654

January 30, 1961

Henner's Garage
Haines
Oregon

Gentlemen:

Thank you for your letter of January 27 informing us that Frank G. Baulne, Inc., has paid their account with you in the amount of $300.47. Our records indicate that this was in connection with State Highway Contract No. 5654 with Frank G. Baulne, Inc., for rock production on the Union County Line-Baker Section of the Old Oregon Trail Highway in Baker County.

This information will be noted in our records and we will advise the surety and the contractor of the release of your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

General Petroleum Products — Willard Batteries — Tires and Tubes — General Shop Work — Storage

HENNER'S GARAGE
JOHN HENNER, Proprietor
Haines, Oregon

Nov. 27, 1961

Oregon State Highway Commission
Floyd Query, Secretary -
Salem, Oregon

Cc, please reply

NOTED
FLOYD QUERY

Gentlemen;

Please release the claim we have against Contract # 5654 - Frank G. Baulne Inc. - have paid the account. These services and accessories were not furnished to Frank Baulne Inc. - but to hired truckers, Reid Brothers Trucking Company of Pendleton, Oregon

Yours very truly
Henner's Garage
Mrs. John Henner

Your file # 3744

NOTED
C. W. HEAD

FRANK G. BAULNE, INC.
CONTRACTOR
P. O. BOX 84 KEYSTONE 4-7802
YARDLEY, WASHINGTON

Jan.25,1961

Henner's Garage,
John Henner Proprietor,
Haines, Oregon.

Dear Sir:

Enclosed please find our check No.12018 in the amount of $300.47 covering the claim which you have filed with the Oregon State Highway Commission against our bond on Contract No.5654.

It will be appreciated if you will release this claim at once and at the same time advise the Oregon State Highway Commission that the services and accessories were not furnished to the undersigned but to a hired trucker,Reid Brothers Trucking Company of Pendleton, Oregon.

Yours very truly,

Frank G.Baulne,Inc.

By Frank G Baulne
President

FGB:sic

CC:

✓ Oregon State Highway Commission
Floyd Query, Secretary

Horace R.Greening
Portland Service Office
209 S.W. 4th,Avenue
Portland 4, Oregon.

RECEIVED
JAN 26 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 31 1961
FOR FILING

1-8319
5654

January 30, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

We have received a letter dated January 27 from Henner's Garage, Haines, informing us that Frank G. Baulne, Inc., have paid their account in full in the amount of $300.47.

Our records indicate this to be in connection with State Highway Contract No. 5654 with Frank G. Baulne, Inc., for rock production on the Union County Line-Baker Section of the Old Oregon Trail Highway in Baker County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Horace R. Greening
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Frank G. Baulne, Inc.
P. O. Box 84
Yardley, Wn.

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

CWH:fp

RECEIVED
JAN 31 1961
FOR FILING

1-8319
5654

January 30, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

We have received a letter dated January 27 from Henner's Garage, Haines, informing us that Frank G. Baulne, Inc., have paid their account in full in the amount of $300.47.

Our records indicate this to be in connection with State Highway Contract No. 5654 with Frank G. Baulne, Inc., for rock production on the Union County Line-Baker Section of the Old Oregon Trail Highway in Baker County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Horace R. Greening
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Frank G. Baulne, Inc.
P. O. Box 84
Yardley, Wn.

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

CWH:fp

RECEIVED
JAN - 6 1961
FOR FILING

1-8319

5654

January 5, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $300.47 which has been filed with the Secretary of State (his File #3744), by John Henner for labor, tire repairs, and accessories furnished to Frank G. Baulne, Inc.

This appears to be State Highway Commission Contract No. 5654 with Frank G. Baulne, Inc., for rock production on the Union County Line-Baker Section on the Old Oregon Trail Highway in Baker County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Horace R. Greening
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

NOTED ON CARD

Frank G. Baulne, Inc.
P. O. Box 84
Yardley, Wn.

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

RECEIVED
JAN - 6 1961
FOR FILING

1-8319

5654

January 5, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $300.47 which has been filed with the Secretary of State (his File #3744), by John Henner for labor, tire repairs, and accessories furnished to Frank G. Baulne,Inc.

This appears to be State Highway Commission Contract No. 5654 with Frank G. Baulne, Inc., for rock production on the Union County Line-Baker Section on the Old Oregon Trail Highway in Baker County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Horace R. Greening
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

NOTED ON CARD

Frank G. Baulne, Inc.
P. O. Box 84
Yardley, Wn.

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

December 19, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

5654

Dear Sir:

We have received from John Henner, Proprietor, Haines, Oregon, and filed as of this date, a notice of claim by Henner's Garage, for labor of pumping gas, tire repairs and small accessories, in the sum of $300.47, against the bond taken from General Insurance Company of America, throughHorace R. Greening, Portland Service Office, 209 S. W. 4th Avenue, Portland 4, Oregon, for the work of Rock Production, Union County Line--Baker Section on Old Oregon Trail Highway in Baker County.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:J
Encls.

RECEIVED
JAN 3 1961
OREGON
STATE HIGHWAY COMMISSION

General Petroleum Products Wil[illegible] Batteries Tires and Tubes [illegible]eneral Shop Work Storage

HENNER'S GARAGE
JOHN HENNER, Proprietor
Haines, Oregon

December 14, 1960.

To Oregon State Highway Commission.

Notice is here by given that the undersigned, Henner's Garage, Haines, Oregon has a claim in the sum of $300.47 for labor of pumping gas, tire repairs and small accessories, against the bond taken from General Insurence Company of America, through Horace R. Greening. Portland Service Office, 209 S. W. 4th. Ave. Portland 4, Oregon, for the work of Rock Production, Union County Line--Baker Section on Old Oregon Trail Highway in Baker County.

Henner's Garage.
John Henner.

File No. 3744

FILED
DEC 19 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 19 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

H

RECEIVED
DEC 2 - 1960
FOR FILING
1-8319

3654

December 1, 1960

Henner's Garage
Box 1057
Haines, Oregon

Gentlemen:

This is to acknowledge your letter of November 29 stating that Reid Brothers, Subcontractor, owe you $300.47 for maintenance gravel hauling on State Highway Contract 5654. Our records indicate this to be the contract of Frank G. Baulne, Inc., rock production, Union County Line-Baker Section on the Old Oregon Trail Highway in Baker County. This contract was completed August 1, 1960 and accepted by the State Highway Commission August 18, 1960.

The General Insurance Company of America, through Horace R. Greening, Portland Service Office, 209 S. W. 4th Avenue, Portland 4, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj
Att:

NOTED ON CARD
dc

December 1, 1960

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A letter has been received from Henner's Garage, Haines, Oregon, advising that Reid Brothers, subcontractors to Frank G. Bauins, Inc. owe them $300.47 for maintenance gravel hauling.

This appears to be the Frank G. Bauins, Inc. Contract 5654, rock production, Union County Line-Baker Section on the Old Oregon Trail Highway in Baker County.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

cc: Horace R. Greening, Agent, 209 S. W. 4th Ave., Portland 4
Frank G. Bauins, Inc., P.O. Box 84, Yardley, Washington

Commission
W. C. Williams
Forrest Cooper

NOTED ON CARD
lc

GENERAL PETROLEUM PRODUCTS WILLARD BATTERIES TIRES AND TUBES GENERAL SHOP WORK STORAGE

HENNER'S GARAGE

JOHN HENNER, Proprietor

Haines, Oregon

Box 1057

[illegible] 29- 1960

Secretary, Oregon State Highway Comm.
Salem, Oregon -

Dear Sir:

We have a bill in amount of $300.47 against Reid Brothers, Sub. of Pendleton, Oregon. This was on the maintaince gravel hauling in August. I believe the contract no. of the job is 5654.

Reid Brothers have kept putting us off - we feel they have had plenty of time - Please advise what is necessary for us to do to collect this account.

Thank you,

John Henner

RECEIVED
NOV 30 1960
OREGON
STATE HIGHWAY COMMISSION

Cc, please handle
FK

RECEIVED
[illegible] 1960
FOR FILING
-8319

W. C Williams

NOTE:
W. C. WILLIAMS

November 10, 1960

Union County Line-Baker
Contract No. 5654

FINAL COST ANALYSIS
Rock Production
Contractor: Frank G. Baulne, Inc.
Resident Engineer: Thomas Bradd

Old Oregon Trail Hwy.
Prefix No. 1-8319

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/2"-1/4" Cr.Mat'l in S.P.	6,469.98	Cu.Yd.	3.35	3.602	23,310.31	21,674.43
1/4"-#10 Cr.Mat'l in S.P.	5,294.82	Cu.Yd.	3.35	3.602	19,076.40	17,737.65
1/4"-0 Cr.Mat'l in S.P.	2,470.05	Cu.Yd.	3.35	3.602	8,899.19	8,274.67
Haul Adj. Favor State	64	Yd.Mi.				-6.40
					$51,285.90	$47,680.35

Gross Revenue	$ 47,680.35
Total Cost	51,285.90
Net Loss	$ 3,605.55

Net Loss equals 7.56% of Gross Revenue

DETAIL OF COST - Contract No. 5654

Labor:		
Labor and Supervision	$ 10,070.78	
Labor Insurance	1,506.22	
Health and Welfare	282.70	
Travel-Transportation	68.00	
Pension	289.20	$ 12,216.90
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	13,696.80	
Equipment Rental, Hired fully operated	14,312.94	
Gas, Oil and Grease	3,586.17	
Bond	286.02	
Move In and Set Up	2,440.84	
Drilling and Shooting	2,701.17	
P.U.C.	195.20	
Small Tools and Miscellaneous Supplies	628.17	
Home Office and General Overhead	1,221.69	39,069.00
TOTAL		$ 51,285.90

CRUSHING BREAKDOWN - Contract No. 5654

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	14,234.85	Cu.Yd.	5,620.14	.395
Drill and Shoot	14,234.85	Cu.Yd.	3,695.24	.260
Feed Crusher	14,234.85	Cu.Yd.	5,521.06	.387
Crushing	14,234.85	Cu.Yd.	16,991.15	1.193
Haul to Stockpile	14,234.85	Cu.Yd.	18,643.68	1.310
Stockpile Crushed Mat'l	14,234.85	Cu.Yd.	814.63	.057
Total Cost Crushed Mat'l in S.P.	14,234.85	Cu.Yd.	51,285.90	3.602

The crushing plant operated 270 hours for an average of 52.72 cubic yards per working hour.

Remarks - Contract No. 5654

This was a "State Project" consisting of the furnishing of 14,235.5 cubic yards of crushed materials in stockpiles for the later use by the State in connection with maintenance operations on the Union County Line-Baker Section of the Old Oregon Trail Highway in Baker County.

This project was bid April 19th, awarded April 21, 1960, and completed July 29, 1960.

Yardley Construction Company, drilling subcontractor, began drilling in the quarry June 13, 1960. The shot was set off June 15th but the quarry did not break up very well. Only 75% of the material was of usable size.

The contractor began setting up his crushing plant on Thursday, and the set up was completed on Saturday. Crushing began Monday, June 20th. Crushing was of short duration this day due to excessive dust conditions on the haul road and ona gravel road entering Haines. The haul road had to be reconditioned. Crushed rock was placed on the haul road and a sprinkling truck was brought in to keep the dust down on Haines Road.

Production was limited the first week due to the shortage of hauling units. This condition was remedied the following week by the addition of four more units to the hauling fleet. Hauling units were hired from Reid Bros., Inc., of Pendleton.

The crushing plant could not be operated to full capacity because of the feeding difficulty encountered due to the necessity of sorting out the oversize material in the quarry.

The contractor suffered a loss on this project because of several reasons: The poor quality of the quarry; the necessity of having to continuously sprinkle the haul road and gravel road to Haines; the high cost of hired hauling vehicles; and the low bid on project items.

M.N. Juve
Chief Cost Analysis

By

G.K. Hanson

N

RECEIVED
SEP [illegible] 1960
FOR FILING
[illegible]
5654

September 27, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5654 for the Union County Line-Baker Rock Production Project on the Old Oregon Trail in Baker County was completed by the contractor, Frank G. Bauline, Inc., on August 1, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $1,496.77 will be released to the contractor on or after October 7, 1960. The total contract amount is $47,680.35, and no force account work was performed on the project.

A claim has been filed against this contract of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP 12 1960
FOR FILING

1-8319
5654

Noted on card

September 9, 1960

General Insurance Company of America
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

A letter has been received from Jim Hite, Box 983, Haines, advising that Reid Bros., subcontractor for Frank G. Bauine, Inc., owes him $843.50 for truck and driver rental on our Contract No. 5654. Our records indicate this to be the Frank G. Bauine, Inc. contract for rock production on the Union County Line-Baker Section of the Old Oregon Trail Highway in Baker County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

CC:
Horace R. Greening
209 S. W. 4th Ave.
Portland 4, Oregon

Frank G. Bauine, Inc.
P. O. Box 84
Yardley, Wn.

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
SEP 12 1960
FOR FILING
1-4319
5654

Noted on Card

September 9, 1960

Mr. Jim Hite
P. O. Box 983
Haines, Oregon

Dear Sir:

Mr. A. F. Parson, Division Engineer, La Grande, has informed us that Reid Bros., subcontractor to Frank G. Bauine, Inc., owes you a balance of $843.50 for truck and driver rental on the Frank G. Bauine contract. Our records indicate this to be State Highway Contract No. 5654 for rock production on the Union County Line-Baker Section of the Old Oregon Trail Highway in Baker County.

This contract was completed August 1, 1960 and accepted by the State Highway Commission on August 18, 1960. The General Insurance Company of America, through Horace R. Greening, 209 S. W. 4th Ave., Portland 4, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

Enc.

cc Mr. A. F. Parson
Division Engineer
La Grande

CWH:fp

PMT LAG 46 9-7-60 1-59P

CECIL HEAD

ASST SECRETARY
OREGON STATE HIGHWAY COMMISSION

RE FER TO YOUR TT 60 THIS DATE

NOTED
C. W. HEAD

LETTER IN THE MAIL TO YOU TODAY.

C D CANNON
GB

03.

.LGM

LAG PMT 60 9-6-60 1-50PM

ATTENTION A F PARSON

HAVENT RECEIVED COPY OF MR HITES CLAIM LETTER REFERRED TO IN YOUR LETTER OF AUGUST 25 REGARDING CONTRACT NO. 5654.

CECIL HEAD
ASST SECRETARY
OREGON STATE HIGHWAYCOMMISSION
CL)+.

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 25, 1960

SUBJECT: Contract 5654
Union Co. Line-Baker Rock Production

To:

Mr. Floyd Query
Secretary
State Highway Commission
Salem

Mr. Hite was in the other day and advised that he had rented a truck and driver to Reid Bros., who were hauling maintenance rock for Mr. Baulne on subject job. He advised that he had only received $500.00 and that Reid Bros., still owed him $843.50. He was inquiring for information as how he could collect, I advised him to write Mr. Bauline and send us a copy; this he has done and a copy is being forwarded to your office. (2)

Apparently Mr. J. C. Flower must be in the same fix as he also has submitted a copy of a letter to Mr. Bauline asking for $1409.70.

It is presumed that you will advise Mr. Bauline that he is responsible for these debts and make sure that these men are paid before the contract is paid off. ~~It~~ Job has been completed.

A. F. Parson
Division Engineer

TED
OYD QUERY

AFP:gb

Ken, please handle
F.Q.

Completed 8-1-60
Accepted 8-15-60

SEC- Aug. 29
1960

NOTED
C. D. CANNON

NOTED
E. C. DINSMOORE

Box 983
Haines, Ore.
Aug. 22 - 60

Frank G. Baulne, Inc.
P. O. Box 84
Yardley, Wash.

RECEIVED
AUG 25 1960
DIVISION OFFICE
LA GRANDE

Dear Sir:

I have received one check from Reid Bros. for $500.00 which leaves a balance of $843.50. Could you advise when this amount could be paid?

Yours truly,
Jim Hilt
Box 983
Haines, Ore.

State Engineer

I enclosed an invoice of the loads to Baulne.

#5654

RECEIVED
SEP 9 - 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 22 1960
FOR FILING

1-9319

5654

August 19, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Frank O. Bauløs, Inc., on contract #5654 for the Union County Line-Baker Rock Production Project on the Old Oregon Trail in Baker County.

This payment, in the amount of $26,586.08, will be released to contractor on or after August 29, 1960. The retained percentage is $1,428.36.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)-

1-8319

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 5, 1960

Section Union County Line - Baker

Kind of work Rock Production

Highway Old Oregon Trail County Baker

Section prefix 1-8319

Contractor Frank G. Baulme, Inc.

Contract number 5654

Date of contract April 21, 1960

Specified work days 100

Date work started June 13, 1960

Work days used 49

Project authorization $53,629.31

Exclusive of engineering $49,815.67

Per cent of time elapsed 49% %

Estimated cost of completed project, exclusive of engineering . . . . $ 47,625.88

Estimated per cent overrun or underrun . . . . -1.0% %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $3,813.64

Engineering cost to date $ 2,445.00, 64 %

Date project was completed Aug 1, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This rock production project was completed on Monday of this week. Crushing was finished on friday of last week and stockpiles this Monday.

Contractor spent all week on tearing down his crusher and cleaning up quarry.

NOTED

A field crew of 3 men worked wednesday of this week remeasuring stockpiles. The semi-final estimate was sent in this date to the division office.

RECEIVED

8 1960

NOTED

NOTED

C. E. PAULSEN

Signed

Address La Grande, Oregon

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			19.5		
Miles partially completed			19.5		
Miles completed			19.5		
Total estimated quantities (contract)			14,230 c.y.		
Total quantities corrected to date			14,217 c.y.		
Estimated quantities moved or placed to date			14,217 c.y.		
Average daily quantities			complete		
Average daily quantities necessary to complete project on time			complete		
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			12		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain A.M.,	Fair P.M.	
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAY 27 1960
FOR FILING
1-8319
5654

19

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1960

Frank G. Baulne, Inc.,
P. O. Box 84
Yardley
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5654, awarded April 21, 1960, for the Union County Line-Baker Rock Production Project on the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

A

RECEIVED
APR [illegible] 1960
FOR FILING
1-8317
5654

April 22, 1960

Frank G. Dauline, Inc.,
P. O. Box [illegible]
Yardley
Washington

Gentlemen:

The State Highway Commission on April 21, 1960, awarded to you State Highway Contract #5654 for the Union County Line-Baker Rock Production Project on the Old Oregon Trail in Baker County.

The award was based on your bid of $47,670.50 which was the low bid submitted to the Commission on April 19, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (STAC)

F-43(5) Airport-Ochoco Park Sec. of 1960
Ochoco Hwy. (Grad. & Pav.)
#5655

F-4.3 (5)

RECEIVED
MAR 17 1961
FOR FILING

W. C. Williams

T

Airport -
Ochoco Park
Contract No. 5655

February 28, 1961

W. C. WILLIAMS

Crook County

FINAL COST ANALYSIS

Grading and Paving
Contractor: C.R. O'Neil
Resident Engineer: Ernest Scrivner

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	Lump	2,500.00	1,899.93	1,899.93	2,500.00
Drainage Excav.	98.81	Cu.Yd.	4.50	4.14	408.94	444.65
General Excav.	41,338.20	Cu.Yd.	0.91	0.95	39,378.22	37,615.94
Short Overhaul	97,779	Yd.Sta.	0.01	0.009	899.30	977.79
Long Overhaul	1,121.70	C-Yd.Sta.	0.40	0.37	412.64	448.68
Finish R.B. & Slopes	1.05	Mile	800.00	735.76	772.55	840.00
Rounding Cutbanks	1,895	Lin.Ft.	0.15	0.14	261.44	284.25
18" C.M.P.	37	Lin.Ft.	5.15	4.90	181.25	190.55
18" Concrete Pipe	30	Lin.Ft.	6.10	6.92	207.64	183.00
6" Perf.Metal Drain Pipe	189	Lin.Ft.	2.00	1.80	339.41	378.00
8" Perf.Metal Drain Pipe	194	Lin.Ft.	2.25	2.17	420.36	436.50
Special Backfill	40.55	Cu.Yd.	6.00	5.00	202.62	243.30
Salvage & Reinf.Guard Rail	325	Lin.Ft.	1.00	1.00	325.00	325.00
Guard Rail	2,901.80	Lin.Ft.	2.45	2.45	7,109.41	7,109.41
Coarse Mat'l in Base	9,386	Cu.Yd.	2.45	2.45	23,000.60	23,000.60
3/4"-0 Mat'l in Base	2,200	Cu.Yd.	2.55	2.55	5,610.00	5,610.00
Sprinkling	897.50	M-Gal.	2.50	2.14	1,918.00	2,243.75
Preparation of Base	1.05	Mile	500.00	500.00	525.00	525.00
3/4"-0 Mat'l in Binder	240	Cu.Yd.	3.05	3.05	732.00	732.00
RC-3 Asphalt	22.50	Ton	45.00	45.00	1,012.50	1,012.50
Class B Asphaltic Concrete	3,885.32	Ton	8.50	8.50	33,025.22	33,025.22

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
E.W.1 Flagging					2,500.30	1,724.51
E.W.2 Signing					129.44	148.86
E.W.3 Grading					12,760.36	14,674.41
					$134,032.13	$134,673.92

	Gross Revenue	Total Cost	Profit	% Profit
C.R. O'Neil	61,680.74	61,038.95	641.79	1.041
Frank G. Baulne (Sub)	30,358.85	27,699.94	2,658.91	8.760
Highway Protection (Sub)	7,434.41	7,434.41		
Babler Bros. (Hired)	35,199.92	31,935.27	3,264.65	9.274
	$134,673.92	$134,032.13	$641.79	0.477

0.477% Profit on Gross Revenue

DETAIL OF COSTS - Contract No. 5655

Labor:		
Labor	$ 24,017.07	
Tax - Insurance	2,348.87	
Health, Welfare and Pension	1,297.61	$ 27,663.55
Equipment:		
Equipment Rental, Owned	17,030.43	
Equipment Rental, Hired	1,961.16	
Gas, Oil and Grease	2,654.67	21,646.26
Materials:		
Crushed material for Backfill	82.00	
Signs	75.84	
18" Corr.Metal Pipe	134.00	
18" Concrete Pipe	162.88	
6" Perf. Pipe	186.48	
8" Perf. Pipe	249.91	891.11
Miscellaneous Expense:		
Drill Steel and Explosives	4,512.86	
Bond and P.L. & P.D.	837.43	
Move In	2,500.00	
Freight	903.42	
Small Tools and Miscellaneous Supplies	84.32	
Office Expense and Overhead	2,000.00	10,838.03
Subcontractors:		
Frank G. Baulne (Sub.)	30,358.85	
Highway Protection (Sub.)	7,434.41	
Babler Bros. (Hired)	35,199.92	72,993.18
TOTAL COST		$ 134,032.13

Remarks - Contract No. 5655

This was a "Federal Aid Primary Project" calling for grading and paving of 1.05 miles beginning approximately 1 mile easterly of Prineville airport and extending to 600 feet east of the Ochoco Park Road (about 1 mile west of Prineville.)

The contractor commenced work June 6, 1960. This consisted of drilling rock cut in vicinity of Station 693. Clearing was started June 24th and completed September 5th. Final work of grading was completed September 23rd. Placing of base materials was accomplished from September 16th to September 23rd, leveling and binder courses completed September 30th. Paving operations began October 2nd and were completed October 4th, with shoulder work and rolling completed October 7th. Guard rail work began October 18th and continued until November 2nd. Semi final estimate was submitted to division office November 30, 1960.

The small profit of 0.477% is reflected in the excavation item which cost about 4¢ a yard more than the bid. The sub and hired contractors enjoyed a fair profit on their portion of work.

M.N. Juve
Chief Cost Analyst

By

A. Bollinger

F-43(5)
5655

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MAR 17 1961
FOR FILING

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February 28, 1961

Airport-Ochoco Park
Contract No. 5655

FINAL COST ANALYSIS
Grading and Paving
Subcontractor: Frank G. Baulne
Resident Engineer: Ernest Scrivner

Crook County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Mat'l in Base	9,388	Cu. Yd.	2.45	2.21	20,624.91	23,000.60
3/4"-0 Mat'l in Base	2,200	Cu. Yd.	2.55	2.21	4,944.41	5,610.00
Sprinkling	408	M-Gal.	2.50	2.48	1,011.23	1,020.00
3/4"-0 in Binder	240	Cu. Yd.	1.55	2.21	566.63	372.00
Flagging					552.76	356.25
					$27,699.94	$30,358.85

Gross Revenue	$ 30,358.85
Total Cost	27,699.94
Net Profit	$ 2,658.91

Net Profit equals 8.76% of Gross Revenue

CRUSHING BREAKDOWN - Contract No. 5655
Frank G. Baulne

	Quantity	Unit	Total Cost	Unit Cost
Drill and Shoot	11,828	Cu. Yd.	4,361.40	.3687
Feed Crusher	11,828	Cu. Yd.	3,760.00	.3179
Crushing	11,828	Cu. Yd.	8,500.00	.7186
Total Crushing	11,828	Cu. Yd.	16,621.40	1.4052
Haul	11,828	Cu. Yd.	5,549.60	.4692
Place and Process	11,828	Cu. Yd.	3,964.95	.3352
Total Haul and Process	11,828	Cu. Yd.	9,514.55	.8044
Total Crush, Haul & Process	11,828	Cu. Yd.	26,135.95	2.2096

DETAIL OF COSTS - Contract No. 5655

Frank G. Baulne, Sub.

Labor:		
Labor	7,907.55	
Tax and Insurance	704.79	
Health, Welfare and Pension	164.55	
Travel Pay	179.30	$ 8,956.19
Equipment:		
Equipment Rental, Owned	6,243.52	
Equipment Rental, Hired	1,292.00	
Gas, Oil and Grease	2,366.02	9,901.54
Miscellaneous:		
Bond	266.68	
Drill Steel	70.17	
Explosives	2,257.59	
Home Office and General Overhead	1,246.10	
P.U.C. and License	184.50	
Small Tools and Miscellaneous Supplies	2,231.37	
Glagging	552.76	6,809.17
Hired Contractors:		
Yardley Construction Company	2,033.64	2,033.64
TOTAL COST		$ 30,358.85

F-43(5)
5655

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February 28, 1961

FINAL COST ANALYSIS
Grading and Paving
Hired Contractor: Babler Bros.
Resident Engineer: Ernest Scrivner

Airport-Ochoco Park
Contract No. 5655

Crook County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	1.05	Mile	500.00	284.67	298.90	525.00
3/4"-0 Binder (Process Only)	240	Cu. Yd.	1.50	0.85	204.45	360.00
RC-3 Asphalt	22.50	Ton	45.00	43.07	969.04	1,012.50
Cl.B Asphaltic Concrete	3,885.32	Ton	8.50	7.72	29,980.80	33,025.22
Force Account (Flagging)					482.08	277.20
					$31,935.27	$35,199.92

Total Revenue	$ 35,199.92
Total Cost	31,935/27
Net Profit	$ 3,264.65

Net Profit equals 9.27% of Gross Revenue

DETAIL OF COSTS - Contract No. 5655

Babler Bros. - Hired Contr.

Labor:		
Labor	$ 4,021.44	
Tax and Insurance	401.74	
Health, Welfare and Pension	221.18	$ 4,644.36
Material:		
RC-3 Asphalt	601.88	
85-100 Asphalt	4,882.95	5,484.83
Equipment:		
Equipment Rental, Owned	9,907.60	
Equipment Rental, Hired	2,900.00	
Gas, Oil and Grease	2,476.90	15,284.50
Miscellaneous Expense:		
Bond	263.25	
Home Office and General Overhead	1,200.00	
Move In and Set Up	2,500.00	
P.U.C. and License	205.15	
Small Tools and Miscellaneous Supplies	635.91	
Freight on Asphalt	1,717.27	6,521.58
TOTAL COST		$ 31,935.27

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F-43(5)
5655

January 31, 1961

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5655 for grading-paving the Airport-Ochoco Park Section of the Ochoco Highway in Crook County was completed by the contractor, C. B. O'Neil, on November 3, 1960, and was formally accepted by the Highway Commission on January 27, 1961.

Final payment in the amount of $3,960.22 will be released to the contractor, on or after February 10, 1961. The total contract amount is $134,673.92, of which amount $16,547.78 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. C. B. O'Neil

RECEIVED
DEC 19 1960
FOR FILING
F-43(5)

5655

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 3, 1960, on Contract No. 5655, Airport-Ochoco Park Section, in Crook County, in connection with Federal Aid Project No. F-43(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

Form E-1—(Rev.)—

7-43(2)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 2, 19 60

Section Airport - Ochoco Park

Kind of work Grading and XXXXX Paving

Highway Ochoco County Crook

Section prefix 7-1036

Contractor C. R. O'Neil

Contract number 5655

Date of contract April 21, 19 60

Specified work days 115

Date work started June 7, 19 60

Work days used 114

Project authorization $133,337.14

Exclusive of engineering $123,855.39

Per cent of time elapsed 99.1 %

Estimated cost of completed project, exclusive of engineering $134,726

Estimated per cent overrun or underrun Overrun 4.0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $9,481.75

Engineering cost to date $3,800, 40.1 %

Date project was completed November 3, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	-	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office crew completed semi-final estimate the first of week and estimate submitted to Division Office on Thursday.

- FINAL REPORT -

NOTED

DEC 5 1960

NOTED CE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.05	1.05			1.05
Miles partially completed	1.05	1.05			1.05
Miles completed	1.05	1.05			1.05
Total estimated quantities (contract)	42,000 CY	11,600 CY			3,700 Tons
Total quantities corrected to date	41,336 CY	11,608 CY			3,885 Tons
Estimated quantities moved or placed to date	"	"			"
Average daily quantities		Project Completed			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Grushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy&Cold		
Tuesday	"		
Wednesday	Mostly Cloudy & Cold		
Thursday	Rain-Cool		
Friday	Ptly.Cloudy, & Cool		
Saturday			

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NOV 30 1960
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7 43(3)

5655

November 29, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to C. R. O'Neil a portion of the funds heretofore retained by the Commission on contract #5655 for grading-paving the Airport-Ochoco Park Section of the Ochoco Highway in Crook County.

This payment, in the amount of $31,602.70, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,530.90. The present payment will be released on or after December 9, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

RECEIVED
NOV 10 1960
FOR FILING
F-43(5)

5655

Salem, Oregon
November 9, 1960

Mr. C. G. Swenson
County and City Relations Engineer
OFFICE

This is to advise you that work was completed on November 3, 1960, on Contract No. 5655, Airport-Ochoco Park Section, in Crook County, in connection with Federal Aid Project No. F-43(5).

R. L. Porter
Office Engineer

CN:bb

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OCT 1960
FOR FILING
7-43(5)

5635

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1960

SUBJECT: Airport-Ochoco Park Section
Ochoco Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Enclosed find Order for Extra Work in the amount of $15,006.00 on this project. I enclose also a copy of my Memo of October 3, 1960 explaining the necessity for this order.

The enclosed order shows the total cost of the work reduced by the amount of yardage involved times the bid price. Bureau of Public Roads officials have verbally stated that they will not contribute on the cost of this work above bid price. We will therefore bill them for the total amount of yardage on the job (including the 3,400 yards) at the bid price. For bookkeeping purposes, we must therefore reduce the contractor's extra work bills (after he has received his usual 15 per cent) by the quantity involved times the contract price and pay him that amount under the appropriate unit bid.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc C. H. Maison
R. L. Porter
Dean Swift

NOTED
FORREST COOPER

RECEIVED
OCT 1960
FOR FILING

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1960

To: MEMO TO THE FILES

SUBJECT: Airport-Ochoco Park Section
Ochoco Highway

On September 29, I met with Assistant Division Engineer Warfield and Resident Engineer Scrivner at Prineville and discussed with them a staking error.

During the slope staking of the project, a vertical curve area between Stations 682 and 690 was staked on the vertical curve tangents. In other words, the tangent grades were not compensated with the vertical curve ordinates. The contractor, C. R. O'Neil, constructed to the stakes in this solid rock cut and then moved his shovel, drills, and rock rigs to another project.

On August 13, 1960, the transitman began setting blue tops in the area and immediately discovered the staking error. The resident engineer investigated the possibility of utilizing the grade by such methods as moving the vertical curve back on line. This was impractical; the cut, containg about 3,400 yards, had to come out.

He notified the Assistant Division Engineer and requested instructions.

WCW

He was told to negotiate with the contractor for a method of handling, and it was determined that handling by force account was the best method.

The use of contract prices was not appropriate under Article 1.9.5 of the Standard Specifications as the additional work necessary constituted a changed condition making the work far more difficult than it would have been if excavated in the original operation. In addition, the contractor had completed the staked work in good faith and moved his equipment away.

The cost of this work will be considerably higher than normal due to the small amount involved andthe difficulty inherent in working under traffic and removing thin slices of rock.

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:db:fp
cc Forrest Cooper
Dean Swift

RECEIVED
JUN 10 1960
FOR FILING

F 43(5)

6555

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 7, 1960, on Contract No. 6555, Airport-Ochoco Park Section, in Crook County, in connection with Federal Aid Project No. F-43(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-43(5)

5655

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 6, 1960

Mr. C. R. O'Neil
Route 2, Box 95
Creswell
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5655, awarded April 21, 1960, for grading-paving the Airport-Ochoco Park Section of the Ochoco Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

RECEIVED
MAY 25 1960
FOR FILING

F-43(5)

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May 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering temporary signing on the Airport-Ochoco Park Section of the Ochoco Highway in Crook County, Contract No. 5655, in connection with Federal Aid Project No. F-43(5).

This work is necessary for the direction and guidance of traffic during construction. Better co-ordination with the construction will be obtained if the contractor does this work.

Equipment rental rates and percentages allowed the contractor shall be in accordance with the agreements with the A.G.C. and provisions of this contract.

This order has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

Contract 5655 5-20-60 A

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FOR FILING
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Monthly Transaction No.	F -2 (-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
		County Crook
Project Report No. F 43(5) 5	FEDERAL-AID PROJECT AGREEMENT	Project No. F-43(5)

5655 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
US 126, 2 Mi. W. to 1 Mi. W. of Prineville
(Airport-Ochoco Park Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-1-60	1.0
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 130,154	Federal funds $ 79,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________
Deputy **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **May 20, 1960**

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Airport-Ochoco Park Section, Project No. F-43(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

MHC:jb

May 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Airport-Ochoco Park Section, Project No. F-43(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. F-43(5)

AIRPORT-OCHOCO PARK SECTION OF THE
OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 10, 1960

Type Code 6201
Roadway (Sta. 672+50 to Sta. 728+00) (Contract No. 5655)

Clearing and Grubbing	All	Required		$ 2,500.00
Drainage Excavation Unclassified	90	cu. yds.	$ 4.50	405.00
General Excavation Unclassified	42,000	cu. yds.	0.91	38,220.00
Short Overhaul	122,000	yd. stas.	0.01	1,220.00
Long Overhaul	2,500	C-yd. stas.	0.40	1,000.00
Finishing Roadbed and Slopes	1.05	miles	800.00	840.00
Rounding Cutbanks	2,300	lin. ft.	0.15	345.00
18-inch Corrugated Metal Pipe	40	lin. ft.	5.15	206.00
18-inch Concrete Pipe	44	lin. ft.	6.10	268.40
6-inch Perforated Metal Drain Pipe	200	lin. ft.	2.00	400.00
8-inch Perforated Metal Drain Pipe	200	lin. ft.	2.25	450.00
Special Backfill in Drains	50	cu. yds.	6.00	300.00
Salvaging and Reinstalling Guard Rail	110	lin. ft.	1.00	110.00
Metal Guard Rail	3,200	lin. ft.	2.45	7,840.00
Coarse Crushed Material in Base	9,200	cu. yds.	2.45	22,540.00
3/4" - 0 Material in Base	2,400	cu. yds.	2.55	6,120.00
Sprinkling	520	M-gals.	2.50	1,300.00
Preparation of Base	1.05	miles	500.00	525.00
3/4" - 0 Material in Binder Course	150	cu. yds.	3.05	457.50
RC-3 Asphalt	22	tons	45.00	990.00
Class "B" Asphaltic Concrete	3,700	tons	8.50	31,450.00
				$117,486.90
Flagging (57½% of Contractor's Cost)	All	Required		535.00
Signing (Perm.)	All	Required		300.00
	Subtotal			$118,321.90
	10% Engr. & Cont.			11,832.10
		Total		$130,154.00

Length of Roadway - - - - - - - - - - - - - 1.051 Miles
Cost of Roadway Per Mile - - - - - - - - - $123,838.24

Federal Funds - $ 79,000.00
State Funds - 51,154.00
$130,154.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds For Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-43(5)

AIRPORT-OCHOCO PARK SECTION OF THE
OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 24, 1960

Type Code 6201
Roadway (Sta. 672+50 to Sta. 728+00)

Clearing and Grubbing	All	Required	$	$ 1,350.00
Drainage Excavation, Unclassified	90	cu. yds.	4.00	360.00
General Excavation, Unclassified	42,000	cu. yds.	0.85	35,700.00
Short Overhaul	122,000	yd. sta.	0.01	1,220.00
Long Overhaul	2,500	C-yd.sta.	0.30	750.00
Finishing Roadbed and Slopes	1.05	miles	250.00	262.50
Rounding Cutbanks	2,300	lin. ft.	0.20	460.00
18-inch Corrugated Metal Pipe	40	lin. ft.	4.50	180.00
18-inch Concrete Pipe	44	lin. ft.	4.50	198.00
6-inch Perforated Metal Drain Pipe	200	lin. ft.	1.50	300.00
8-inch Perforated Metal Drain Pipe	200	lin. ft.	2.00	400.00
Special Backfill in Drains	50	cu. yds.	5.25	262.50
Salvaging and Reinstalling Guard Rail	110	lin. ft.	1.10	121.00
Metal Guard Rail	3,200	lin. ft.	2.50	8,000.00
Coarse Crushed Material in Base	9,200	cu. yds.	4.00	36,800.00
3/4" - 0 Material in Base	2,400	cu. yds.	4.30	10,320.00
Sprinkling	520	M-gal.	3.00	1,560.00
Preparation of Base	1.05	miles	500.00	525.00
3/4" - 0 Material in Binder Course	150	cu. yds.	5.00	750.00
RC-3 Asphalt	22	tons	48.00	1,056.00
Class "B" Asphaltic Concrete	3,700	tons	12.00	44,400.00
				$144,975.00
Flagging (57½% of Contractor's Cost)	All	Required		535.00
Signing (Permanent)	All	Required		300.00
	Subtotal			$145,810.00
	10% Engr. & Cont.			14,581.00
		Total		$160,391.00

Length of Roadway - - - - - - - - 1.051 Miles
Cost of Roadway Per Mile- - - - $152,607.99

Federal Funds -	$ 97,000.00
State Funds -	63,391.00
	$160,391.00

RECEIVED

[illegible]

F 43(5)

When replying, refer to
08-35.5

5255

408 State Highway Building
Salem, Oregon

May 13, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

F-43(5) Airport-Ochoco Park Section

Also attached are two copies of a proposed modification of a Federal-aid project agreement for the following project:

I-80N-8(8)372 Ontario-Snake River Section

If the project agreements are satisfactory, they should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

Porter

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MAY 12 1960
FOR FILING

F-43(5)

5655

A

May 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Airport-Ochoco Park Section of the Ochoco Highway in Crook County, Contract No. 5655, in connection with Federal Aid Project No. F-43(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

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RECEIVED
APR 25 1960
FOR FILING
F-43(5)
5655

April 22, 1960

Mr. C. R. O'Neil
Route 2, Box 95
Creswell
Oregon

Dear Sir:

The State Highway Commission on April 21, 1960, awarded to you State Highway Contract #5655 for grading-paving the Airport-Ochoco Park Section of Ochoco Highway in Crook County.

This award was based on your bid of $117,486.90 which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
APR [illegible] 1960
FOR FILING

F 43(5)

5655

When replying, refer to:
08-35.440

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5655 for Oregon Project F-43(5), Airport-Ochoco Park Section, Ochoco Highway, to C. R. O'Neil of Creswell, Oregon, low bidder in the amount of $117,486.90 at the April 19, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED

FOR FILING

F-43(5)

5055

When replying, refer to:
08-35.3

408 State Highway Building
Salem, Oregon

April 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The fiftieth program of projects involving participation in Federal-aid Primary funds, submitted with Mr. Porter's March 23, 1960 letter, contained six Stage 2 projects, Items 339 to 344, inclusive.

Item 343 was given advance approval by our Regional office effective April 1, 1960. This action involves work on 1.1 miles of roadway estimated to cost $175,000, with Federal funds reserved in the amount of $105,000, resulting in an unprogramed balance of Federal-aid Primary funds of $1,530,058.

This Stage 2 project of the approved portion of the program, involving construction only, is listed as follows:

Item No.	Project No.	Location	Proposed Work
343	F-43(5)	Airport-Ochoco Park	Grading, Paving

Advice of action on the remaining items in the program will be transmitted at a later date.

Very truly yours,

C. G. Polk
Division Engineer

Edw. Porter

RECEIVED
[illegible]
FOR FILING
F 43(5)
5655

When replying, refer to
08-33.4-BA

408 State Highway Building
Salem, Oregon

April 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-43(5), Airport-Ochoco Park Section, Ochoco Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

Porter

NOTED

3-16-60

RECEIVED
MAR 2[illegible] 1960
FOR FILING
F 43(5)
5655

NOTED
W. C. WILLIAMS

ADDENDUM "A" TO LOCATION PROSPECTUS
AIRPORT-OCHOCO PARK SECTION
OCHOCO HIGHWAY
CROOK COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section:

Paragraph 1: Correct as per original prospectus.

Paragraph 2: Sentence reading "This will be ....with minor widening.....to reduce curvature." change to read "This will be .....with minor line revisions to reduce curvature."

Paragraph 3: Correct as per original prospectus.

Paragraph 4: Delete entire paragraph and substitute the following: "The existing (1958) ADT is 1,200 and the projected (1978) ADT is 2,400. Traffic and terrain warrant a Class "B"-50 facility. Maximum grade will be 5.8% and maximum curvature will be 28°. The typical section will consist of two 11-foot lanes with an 11-foot climbing lane and 4-foot shoulders. The 28° curve constitutes a deviation from State and Federal standards."

Paragraphs 5 through 10: Correct as per original prospectus.

Addendum: Change typical section to 11-foot travel lanes with 11-foot climbing lane.

March 16, 1960

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift (2)
E. L. Scrivner
C. H. Armstrong
Mark Astrup
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

R[illegible]D
[illegible]
OFFICE OF
[illegible] ENGINEER

RECEIVED

FOR

F-113 (5)

5655

Nov. 13, 59

NOTE.
W. C. WILLIAMS

LOCATION PROSPECTUS
AIRPORT-OCHOCO PARK SECTION
OCHOCO HIGHWAY
CROOK COUNTY

The following prospectus is submitted concerning the Airport-Ochoco Park Section of the Ochoco Highway, which is a State Primary facility on the Federal Aid Primary System. The westerly terminus is at Station 678+00, 1.6 miles westerly of the west city limits of Prineville. The easterly terminus is at Station 725+00, 0.8 mile westerly of the west city limits of Prineville. The overall length of the project is 0.8 mile.

This will be a location survey to prepare plans, specifications and estimates for construction of a climbing lane with minor widening on the inside of curves to reduce curvature. There are no towns affected by this project.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1958) ADT is 1,200 and the projected (1978) ADT is 2,400. Traffic warrants a Class "B"-50 highway. Deviations from State and Federal Standards are anticipated. A Class "C" facility with climbing lane is proposed and is considered adequate in that it is a short section and matches the existing facility on which no major revision is planned for the predictable future. The maximum curvature of this project will be determined by survey and will be between 20 degrees and 30 degrees. Travel lanes will be 10 feet with a 10-foot climbing lane and 4-foot shoulders.

The rise and fall of the existing and the proposed facilities is 204 feet. The central angle of the existing highway is 385 degrees; the new facility will have a central angle of some lesser amount.

The tentative base design by G. L. Decker is:

Paving, Base and Wear	3½"	Asphaltic Concrete
Top Course, Base	2 "	3/4"-0
Bottom Course, Base	9½"	Coarse Crushed
Total	15"	

This will be a controlled access facility. There are no interchanges, railroad crossings, or major stream crossings.

Material is available from a State-controlled source three miles westerly of the western terminus of the section.

Agreements with the county are not necessary.

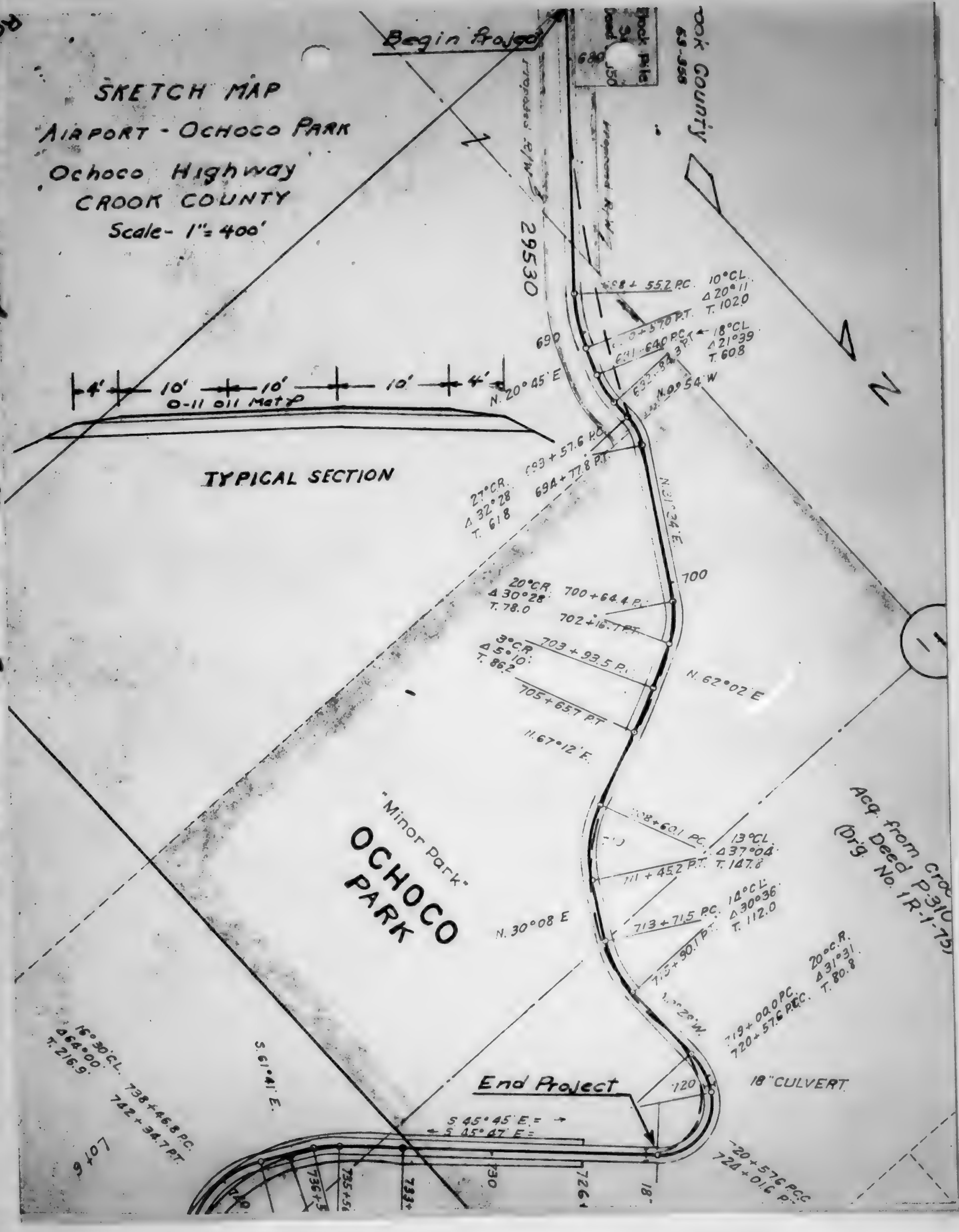
The easterly portion of this project is within the limits of the Ochoco State Park. There are no roadside rest areas affected.

November 13, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift (2)
E. L. Scrivner
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
NOV 16 1959
OFFICE OF
STATE HIGHWAY ENGINEER



SKETCH MAP
AIRPORT - OCHOCO PARK
Ochoco Highway
CROOK COUNTY
Scale- 1" = 400'

Begin Project
Proposed R/W
Proposed R/W
Rock Pile
34
Deed
680
150
ook County
63-358
29530
N
688 + 55.2 P.C.
10°C.L.
Δ 20°11
T. 102.0
0 + 57.0 P.T.
690
691 + 64.0 P.C.
692 + 84.3 P.T.
18°C.L.
Δ 21°39
T. 60.8
N. 20°45' E
N. 00°54' W
4'
10'
10'
10'
4'
0-11 oil Mat
TYPICAL SECTION
693 + 57.6 P.C.
694 + 77.8 P.T.
27°C.R.
Δ 32°28
T. 61.8
N. 31°34' E
700
20°C.R.
Δ 30°28
T. 78.0
700 + 64.4 P.
702 + 16.7 P.T.
3°C.R.
Δ 5°10
T. 86.2
703 + 93.5 P.
705 + 65.7 P.T.
N. 62°02' E
N. 67°12' E
"Minor Park"
OCHOCO
PARK
708 + 60.1 P.C.
710
13°C.L.
Δ 37°04
T. 147.8
711 + 45.2 P.T.
14°C.L.
Δ 30°36
T. 112.0
713 + 71.5 P.C.
715 + 90.1 P.T.
N. 30°08 E
Acq. from Crook
Deed P.310
(Drg. No. 1R-1-75)
20°C.R.
Δ 31°31
T. 80.8
719 + 00.0 P.C.
720 + 57.6 P.C.C.
20°C.R.
720
18" CULVERT
End Project
S. 45°45' E. =
S. 45°47' E. =
720 + 57.6 P.C.C.
724 + 01.6 P.
18"
726
730
733+
735+56
736+3
740
16°30' C.L.
Δ 64°00
T. 216.9
738 + 46.8 P.C.
742 + 34.7 P.T.
S. 61°41' E.
Lot 6

BF-124(14) Thomas Cr. Br., on Ore. 1960
Coast Hwy.
#5656

RECEIVED
JUL 18 1967
FOR FILE

July 14, 1967

McCarty and Swindells
Attorneys at Law
220 S.W. Morrison Street
Portland, Oregon 97204

Attention: Mr. Peter A. Schwabe, Jr.

Gentlemen:

In your letter of July 11, you ask if Miller Paint Company had filed a claim in the fall of 1964 for material furnished on Contract No. 5656 which was awarded to Bethlehem Steel Company for construction of the Thomas Creek Bridge in Curry County.

A search of our files on this contract did not disclose any claim filed by Miller Paint Company.

For your information, the contract was accepted by the State Highway Commission on December 15, 1964.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

McCARTY & SWINDELLS
ATTORNEYS AT LAW
MOHAWK GALLERIES
220 S.W. MORRISON STREET
PORTLAND, OREGON 97204

CHESTER E. McCARTY
JAMES G. SWINDELLS
PETER A. SCHWABE, JR.

TELEPHONE
228-1161

July 11, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: Contract No. 5656

Dear Mr. Query:

We represent Miller Paint Company, who supplied material to a subcontractor under your contract No. 5656.

Will you kindly examine your file in this matter and inform us at your earliest convenience whether Miller Paint Company during the fall of 1964 filed with your office a bill for its material, or a copy thereof.

Thank you for your consideration herein.

Very truly yours,

McCARTY & SWINDELLS

By Peter A. Schwabe
Peter A. Schwabe, Jr.

PAS:jaf

Stan – Wanda
Please let me know
-FQ-

NOTED
FLOYD QUERY

RECEIVED
JUL 12 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 - 1966

FOR FILING

CF 124 (4)

5656

October 7, 1966

McCarty & Swindells
220 S. W. Morrison St.
Portland, Oregon 97204

Attention: Peter A. Schwabe, Jr.

Gentlemen:

Attached is a photo copy of the contract and bond on our Contract No. 5656 for construction of the Thomas Creek Bridge.

This is in reply to your request of October 5, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk
Enc.

McCARTY & SWINDELLS
ATTORNEYS AT LAW
MOHAWK GALLERIES
220 S. W. MORRISON STREET
PORTLAND, OREGON 97204

CHESTER E. McCARTY
JAMES G. SWINDELLS
PETER A. SCHWABE, JR.

TELEPHONE
228-1161

October 5, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: Contract No. 5656

Dear Mr. Query:

You may recall our initial inquiry relating to the above-numbered contract in our letter dated February 24, 1966, and your reply thereto under date of February 25, 1966.

We neglected at that time to request a copy of the bond filed with your department by the principal contractor on the Thomas Creek Bridge project, Bethlehem Steel Corporation. Will you kindly forward a copy of this bond to us?

Thank you for your consideration and courtesy herein.

Very truly yours,

McCARTY & SWINDELLS

By Peter A. Schwabe, Jr.
Peter A. Schwabe, Jr.

PAS:rl

Fran - Joan
please do
FQ

[illegible]

RECEIVED
OCT 6 - 1966
OREGON
STATE HIGHWAY COMMISSION

1

RECEIVED
AUG 1 - 1966
FOR FILING

BF 124 (14)

5656

August 2, 1966

Mrs. Paul Patterson
1730 S. W. Martha
Portland, Oregon

Dear Mrs. Patterson:

Mr. Floyd Query has handed me the two color photographs of the Thomas Creek Bridge in Curry County which you left with him on your recent visit to Salem.

I wish to thank you for your interest and for taking the time to deliver these pictures to us. We are placing them on file in our Photo Lab and will undoubtedly use them for publication.

I appreciate your thoughtfulness.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe (with pictures)

fn

JUL · 66

JUL · 66

[illegible]

Write

JUL · 66

JUL · 66

Porter

Wolfe

Mr Looper

Mrs. Patterson stopped by and asked that I send these to you. She say these are better than the ones we use in our publicity

I disagree. F.Q.

VICTOR D. WOLFE

NOTED R. L. PORTER

7-22-66

Presented by Georgia Patterson

7-22-66

Presented by Georgia Patterson

RECEIVED
FEB 25 1966
FOR FILING

BF - 124 (14)

5656

February 25, 1966

McCarty and Swindells
Attorneys at Law
Mohawk Galleries
220 S. W. Morrison Street
Portland, Oregon 97204

Attention: Mr. Peter A. Schwabe, Jr.

Gentlemen:

In your letter of February 24 regarding our Contract No. 5656 with Bethlehem Steel Corporation for the Thomas Creek Bridge near Brookings, you asked as to whether the State requires that a bond be furnished by a subcontractor.

The Highway Department in its contracting relations looks only to the principal contractor and his bond. There is no requirement that a subcontractor provide a bond.

Contract No. 5656 was accepted by the State Highway Commission on December 15, 1964.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

McCARTY & SWINDELLS
ATTORNEYS AT LAW
MOHAWK GALLERIES
220 S. W. MORRISON STREET
PORTLAND, OREGON 97204

CHESTER E. McCARTY
JAMES G. SWINDELLS
PETER A. SCHWABE, JR.

TELEPHONE
228-1161

February 24, 1966

Highway Department
State of Oregon
Salem, Oregon

Re: State Contract No. 5656

Dear Sirs:

We represent Miller Paint Company, Portland, Oregon.

On April 21, 1960, the State Highway Department entered into a contract with Bethlehem Steel Corporation for the construction of the Thomas Creek Bridge near Brookings, Oregon, No. 5656. On June 21, 1960, Bethlehem Steel Corporation entered into a subcontract with O & S Painters, Inc., for the sandblasting and painting of said bridge. Our client supplied materials to the subcontractor, O & S Painters, Inc.

Will you kindly inform us whether, in addition to the prime contractor's bond, your department required bonds insuring performance and payment of obligations by subcontractors, pursuant to O.R.S. 279.510 (2)? There was, in fact, a separate bond issued on behalf of the subtractor as principal; however, the information which we seek is limited to whether this bond was required by the Department.

It is urgent that we receive this information at your earliest convenience.

Thank you very kindly.

Very truly yours,

McCARTY & SWINDELLS

By Peter A. Schwabe, Jr.
Peter A. Schwabe, Jr.

PAS:rl

P.S. What was the date of unconditional acceptance by the State?

12-15-64
J.C.

RECEIVED
FEB 25 1966
OREGON
STATE HIGHWAY COMMISSION

A

FORM E-128X
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUN 17 1965
CORR FILING

PE-124(14)

4456

AIRMAIL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 16, 1965

Mr. Bruce E. Davis
Law Department
Bethlehem Steel Corporation
Bethlehem, Pennsylvania 18016

Re: Contract No. 5656
Thomas Creek Bridge

Dear Mr. Davis:

In reply to your telegram of June 16, 1965, please be advised that according to the Secretary of State and the Secretary for the Oregon State Highway Commission, except for the claim you mentioned, no other claims have been filed as of June 15, 1965.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks

cc: F. D. Morgan
Floyd Query
G. E. Rohde
Ivan D. Merchant

FILED
FLOYD QUERY

NOTED
C. W. HEAD

FORM 2-123X 20M 8-64

RECEIVED

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 19, 1965

Mr. Bruce B. Davis
Law Department
Bethlehem Steel Corporation
Bethlehem, Pennsylvania 18016

Re: Contract No. 5656
Thomas Creek Bridge

Dear Mr. Davis:

Kindly accept our apologies for the delay in responding to your letter of April 19, 1965. Your letter arrived at about the same time we were holding a conference with representatives of United Pacific Insurance Company, O & S Painters, etc., regarding their claim for additional compensation on this job (see letter dated March 11, 1965, from Donald M. Swan, Jr., Bethlehem's General Attorney, addressed to Oregon State Highway Department). Apparently your letter was inadvertently attached to some of the correspondence regarding that matter.

We are unable to agree that the time for filing of labor or material claims on this job has expired. ORS 279.526, relating to claims against bonds on public contracts, provides as follows:

> "A person claiming to have supplied labor or materials for the prosecution of the work provided for in the contract, or an assignee of such person, or a person claiming moneys due the State Industrial Accident Fund, the State Unemployment Compensation Trust Fund or the State Tax Commission in connection with the performance of the contract, has a right of action on the contractor's bond if he or his assignor has presented and filed a notice of claim, as prescribed in ORS 279.528, prior to the expiration of six months immediately following the acceptance of the work by the affirmative action of the public body which let the contract."

[illegible]ED
FLOYD QUERY

We have confirmed that, as stated in your letter, this project was formally accepted by the Highway Commission on December 15, 1964. Since the statute requires filing a notice of claim prior to the expiration of six months following the acceptance of the work by the affirmative action of the public body which let the contract, it appears that with respect to this project, such time would not expire until June 15, 1965.

We trust that this answers your question.

Yours very truly

G. E. ROHDE
Chief Counsel

AHJ:GER:ks

cc: F. D. Morgan
Ivan Merchant
Floyd Query

RECEIVED
APR 22 1965
FOR FILING

[illegible]

5656

April 9, 1965

Bethlehem Steel Corporation
100 California Street
San Francisco, California 94119

Attention: L. W. O'Donnell
Assistant District Purchasing Agent

Gentlemen:

Attached is a photocopy of the claims which have been filed with us against Contract No. 5656 for construction of the Thomas Creek Bridge in Curry County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

Att.

Bethlehem Steel Corporation

100 CALIFORNIA STREET
MAIL: BOX 3494

SAN FRANCISCO, CALIF. 94119

L. W. FOY
VICE PRESIDENT, PURCHASING
A. W. CONNAR
GENERAL PURCHASING AGENT
J. L. McBRIDE
DISTRICT PURCHASING AGENT

BETHLEHEM STEEL

April 8, 1965

THOMAS CREEK BRIDGE
Curry County
Contract #5656

State of Oregon
Highway Department
Salem, Oregon 97310

Attention: Mr Floyd Query

Gentlemen:

With reference to the subject contract, please advise what liens, if any, have been filed to date against this job.

A prompt reply will be appreciated.

Very truly yours,

L. W. O'Donnell
Asst District Purchasing Agt

RLConner/ir

RECEIVED
MAR 29 1965

FORM E-30X—50M—12-60 54677

FOR FILING

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1965

SUBJECT: Contract No. 5656
Thomas Creek Bridge
Claim of United Pacific Ins.
Co. (O. & S. Painters, Inc.)

To: Mr. G. E. Rohde
Chief Counsel

Office

I spoke to Mr. Merchant about this a few days ago, and he was unaware that anything was brewing and was unfamiliar with the details of the dispute. However, he and Mr. Stephenson were going to confer on it, and I assume the requested conference is being arranged.

Meanwhile, Mr. Kobin has been out of town, and his partner was reportedly not certain which of the parties was represented by Mr. Kobin. I asked that he call me upon his return, at which time I will inquire further.

ALAN H. JOHANSEN

AHJ:ks

cc: P. M. Stephenson
Ivan Merchant

RECEIVED
MAR 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 24 1964
FOR FILING

FF 84(14)

5656

December 22, 1964

Hansen & Rowland, Inc.
1300 Puget Sound Bank Building
Tacoma 1, Washington

Gentlemen:

On December 15, 1964, we wrote to you concerning release of final payment on Contract No. 5656, awarded to Bethlehem Steel Company, for Thomas Creek Bridge on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $57,136.14 and the total contract amount is $1,221,688.41, including $6,163.68 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Bethlehem Steel Company
Box 3494, Rincon Annex
San Francisco 19, California

Seaboard Surety Company
100 William Street
New York 38, New York

C.H Maison
Attn: John Herr

Date: 12-18-64

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 5656, Est. No. 27 Final, Date: 10/4/64 Amt. $ 57,136.14

Contractor Bethlehem Steel Co

Totals to date:	Paid to contractor	$ 1221,688.41
	Amount of force account	$ 6,163.68
	Amount of retained percentage	$

Claims Section
Accounting Division

10/64

RECEIVED
DEC 15 1964
FOR FILING

[illegible]
5656

December 15, 1964

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma 1, Washington

Gentlemen:

Contract No. 5656 awarded to Bethlehem Steel Company, for work on the Thomas Creek Bridge on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County, was completed on October 10, 1964, and accepted by the Highway Commission on December 15, 1964.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 22, 1964.

You have been previously notified of claims filed against the contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Bethlehem Steel Company
Box 3494 Rincon Annex
San Francisco 19, California

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 14 1964
FOR FILING

December 11, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 10 on Contract No. 5656. The contract was with Bethlehem Steel Company and was for work on the Thomas Creek Bridge on the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on December 15.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler

bbc

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1964

SUBJECT:

To: Mr. P.M. Stephenson
Ass't. State Highway Engineer

BUILDING

Bethlehem Steel Company completed work on Contract No. 5656, Thomas Creek Bridge on the Oregon Coast Highway in Curry County on October 10, 1964. This contract is ready for acceptance by the Commission.

This is a Federal-Aid project. We have a notation from the Bureau of Public Roads that they have inspected the contract work and are accepting that part of the contract as complete.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: D.B. Parkes
F.A. Query

RECEIVED
DEC 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 1964

FOR FILING

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM (01).

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA057 OD039

1964 JUL 1 AM 10 24

O SFG163 PD=WUX SAN FRANCISCO CALIF 1 953A PDT=

FLOYD QUERY=
HWY COMMISSION SALEM ORG=

REFERRED TO
F. Cooper
BY SECRETARY

CRZ-8015 THOMAS CREEK BRIDGE YOUR CONTRACT 5656 DUE TO THE DEFAULT OF OUR PAINTING SUB-CONTRACTOR THE O & S PAINTERS INC. WE HEREBY REQUEST APPROVAL TO HAVE J.S. MORSE CO. 2439 WEBSTER ST., BERKELEY, CALIFORNIA COMPLETE THE WORK. PROVIDING WEATHER CONDITIONS ARE SATISFACTORY THE J. S. MORSE CO. HOPE TO START WORK ON MONDAY JULY 6, 1964 APPRECIATE PROMPT APPROVAL=

H A SCHIRMER BETHLEHEM STEEL CO==

merchant sent a telegram 7-1-64

NOTED
P. M. STEPHENSON

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUL 1 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 26, 1964

Brizard-Matthews Machinery Company
P. O. Box 3460
Eureka, California

Attention: Mr. Jack McManus
Credit Manager

Gentlemen:

This is to acknowledge receipt of your letter of June 18 and attached "Notice of Claim" stating that O and S Painters, subcontractor, owes you for labor and materials supplied in repairing a D-1300 Power Unit of Air Compressor in the amount of $1,077.74.

You state this is in reference to the Bethlehem Steel Company, Contract No. 5656, Thomas Creek Bridge on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County.

The surety on this project is the Seaboard Surety Company through Hansen and Rowland, Inc., Henry Building, Portland. We will advise them of the receipt of your claim and we will also file it with the Secretary of State.

Please inform us when your claim has been paid so that we can clear our records.

File #4083

FILED
JUN 29 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
lc

cc
Seaboard Surety Company
Hansen & Rowland Inc.
Bethlehem Steel Company
Commissioners
Hon. Howell Appling, Jr.

P.S. Please acknowledge receipt of this claim on the enclosed copy of the letter.

RECEIVED
JUN 29 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

RECEIVED
JUN 2 9 1964
FOR FILING

[illegible]

5656

June 26, 1964

Brizard-Matthews Machinery Company
P.O. Box 3460
Eureka, California

Attention: Mr. Jack McManus
Credit Manager

Gentlemen:

This is to acknowledge receipt of your letter of June 18 and attached "Notice of Claim" stating that O and S Painters, subcontractor, owes you for labor and materials supplied in repairing a D-1300 Power Unit of Air Compressor in the amount of $1,077.74.

You state this is in reference to the Bethlehem Steel Company, Contract No. 5656, Thomas Creek Bridge on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County.

The surety on this project is the Seaboard Surety Company through Hansen and Rowland, Inc., Henry Building, Portland. We will advise them of the receipt of your claim and we will also file it with the Secretary of State.

Please inform us when your claim has been paid so that we can clear our records.

Very truly yours,

[redacted]

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Seaboard Surety Company
Hansen & Rowland, Inc.
Bethlehem Steel Company

NOTED ON CARD
dc

Commissioners
Hon. Howell Appling, Jr.
P S. Please acknowledge receipt of this claim on the enclosed copy of the letter.
CWH: fkn

Caterpillar.
JOHN DEERE

BRIZARD-MATTHEWS MACHINERY CO.

POST OFFICE BOX 3460 · EUREKA, CALIFORNIA
TELEPHONE AREA CODE 707 443-1653
BRANCHES: AT ARCATA AND CRESCENT CITY, CALIF

June 18, 1964

CERTIFIED MAIL

Oregon State Highway Department
Salem, Oregon

Re: Claim - O & S Painters [illegible] Steel Co. Prime
#5656

Gentlemen:

We enclose claim properly executed by Robert W. Matthews, President, which claim we believe to be self-explanatory.

Will you please file against this job in our behalf in order that we may effect collection.

Very truly yours,

BRIZARD-MATTHEWS MACHINERY CO.

Jack McManus

Jack McManus
Credit Manager

JM:jeb
cc: Jack Nicholson

NOTED 6/22/64
FLOYD QUERY

Cec please handle
FQ

RECEIVED
JUN [illegible] 1964
OREGON
STATE HIGHWAY COMMISSION

TO: State of Oregon Highway Department
Salem, Oregon

NOTICE IS HEREBY given that the undersigned, BRIZARD-MATTHEWS MACHINERY CO. (a Corporation), Eureka, California, has a claim for labor and materials supplied in repairing a D-1300 Power Unit of Air Compressor, this work directed by O & S Painters, in the sum of One Thousand Seventy-seven and 74/100 ($1,077.74) Dollars, against the bond of BETHLEHEM STEEL COMPANY, prime contractor and O & S PAINTERS, sub-contractor, bonded by Seaboard Surety Company agents Ray Rosendahl, 340 Pine Street, San Francisco, California, and Hansen and Rowland, Henry Building, Portland, Oregon.

This is in connection with Oregon State Highway Contract No. 5656 for work done on the Thomas Creek Bridge on the Hooskanaden Creek-Thomas Creek section of the Oregon Coast Highway in Curry County.

BRIZARD-MATTHEWS MACHINERY CO.

Robert W. Matthews, President

RECEIVED
JUN 24 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 19 1964
FOR FILING

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS · GENERAL INSURANCE
PUGET SOUND BANK BUILDING – PHONE MARKET 7-1161
TACOMA, WASHINGTON 98401

"Since 1890"

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

May 18, 1964

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Re: State Highway Contract No. 5656
Bethlehem Steel Company
Thomas Creek Bridge

Gentlemen:

We wish to acknowledge receipt of your letter of May 12, addressed to our Portland Office with regard to the above contract. We have passed this letter on to the proper Seaboard Office for handling inasmuch as we acted in this matter only in the matter of countersigning.

Very truly yours

HANSEN & ROWLAND, Inc.

S. Grace

Surety Bond Department.

sg

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
MAY 13 1964
FOR FILING

May 12, 1964

Hansen & Rowland, Inc.
Henry Building
Portland 4, Oregon

Gentlemen:

We have received a letter dated May 4, 1964, from Brizard-Matthews Machinery Co., Crescent City, California, advising that O & S Painters, a subcontractor of Bethlehem Steel Co., owes them $1,119.98 for overhauling a Caterpiller diesel engine on an air compressor.

This appears to be in connection with State Highway Contract No. 5656 with Bethlehem Steel Co. for Thomas Creek Bridge on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County.

We provide this information as your company appears as agent for the surety, Seaboard Surety Company, which furnished the performance bond for this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Seaboard Surety Co.
100 William Street
New York 38, N. Y.

Bethlehem Steel Co.
Pacific Coast Division
Box 3494, Rincon Annex
San Francisco 19, California

Commissioners

CWH:fp

NOTED ON CARD

RECEIVED
MAY 13 1964
FOR FILING

May 12, 1964

Brizard-Matthews Machinery Co.
P. O. Box 386
Crescent City, California

Attention: Mr. Jack Nicholson
Branch Manager

Gentlemen:

This is to acknowledge your letter of May 4 stating that O & S Painters, a subcontractor of Bethlehem Steel Co., owes you $1,119.98 for overhauling a Caterpillar diesel engine on an air compressor. You state that this is in connection with State Highway Contract No. 5656 with Bethlehem Steel Co. for the Thomas Creek Bridge on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County.

Our Bridge Division informs us that this contract is approximately 99% complete.

The Seaboard Surety Company, through Hansen & Rowland, Inc., Henry Building, Portland 4, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

If you wish to protect your claim under the bond it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Yours very truly,

NOTED ON CARD
de

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

Caterpillar.
JOHN DEERE

BRIZARD-MATTHEWS MACHINERY CO.

NORTHCREST · CRESCENT CITY · CALIFORNIA
TELEPHONE IN 4-2126 · P.O. BOX 386
MAIN OFFICE, BOX 3460, EUREKA, CALIF. TEL. HILLSIDE 3-1653

May 4, 1964

State of Oregon
Dept. of Public Works
Salem, Oregon

Attention: Mr. Head

Dear Sir:

We are experiencing some difficulty collecting $1,119.98 from O & S Painters, a sub-contractor of Bethlehem Steel Company. They are painting the Thomas Creek Bridge under Oregon State Highway contract no. 5656.

The account was incurred from overhauling a Caterpillar diesel engine on an air compressor. Mr. Dale Saunders, the owner of O & S Painters, brought the machine into our service department and authorized the repairs. At that time we were led to believe that Mr. Saunders owned the compressor. He has since informed us that he does not own it and maintains that he is not responsible for the debt. The owner also denies any responsiblity because he did not authorize the repairs.

We have contacted Bethlehem Steel Company and they are quite willing to cooperate with us, but they must have Mr. Saunders permission to withhold our bill from money due him. Mr. Saunders has refused to give us an assignment for the amount due.

Our only alternative is to file a lien against the job and let the bonding company settle the matter. We would appreciate any information you might have pertaining to the procedures for filing a lien in the State of Oregon.

Very truly yours,
Brizard Matthews Mach. Co.

Jack Nicholson
Jack Nicholson
Branch Manager

RECEIVED
MAY - 9 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

JN/rc

RECEIVED
DEC 13 1963
FOR FILING

UNITED STATES GOVERNMENT
Memorandum

STEPHENSON

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 11, 1963

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project BF-124(14)
Thomas Creek Bridge

We note from the weekly report of 11/15/63 on the above mentioned project that the painting of the Thomas Creek structure has been shut down for the winter effective on the 15th of November.

According to our records the painting commenced during the latter part of the summer in 1961. Weather conditions were such that shortly thereafter this work was shut down for the winter and when painting again commenced in 1962 the portion of the structure already painted was required to be sandblasted and repainted. Weather conditions again closed the work prior to completion in the winter of 1962.

We have on record the weekly reports covering the period from 7/12/63 to 11/15/63. Sixty-five workdays had been charged to 7/12/63 and 29 workdays charged during that period. This amounts to approximately 32 percent of the possible chargeable time.

These reports document the reasons for no time charge, however, due to the length of time this project has been underway and with the amount of time left to complete the project (26 workdays) this work could feasibly extend through another full construction season.

The major portion of the steel on this structure is "carbon" steel which should have good paint protection as soon as possible considering the extreme exposure. Only about 25 percent of the steel is low alloy which has high corrosion resistance.

We therefore recommend that steps be taken to insure the completion of the remaining painting during the next construction season.

Copy to [illegible]
12-13

RECEIVED
JAN 19 1962
FOR FILING

5656

January 19, 1962

Bethlehem Steel Co.,
Pacific Coast Division
Box 3494 Rincon Annex
San Francisco 19, California

Gentlemen:

The State Highway Commission, at its meeting on January 19, 1962, discussed with the Engineer your request for an extension of time on contract #5656. You requested 20 additional workdays within which to complete construction of the Thomas Creek Bridge on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted you the 20 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. R. Chandler
John Quiner
Ivan D. Merchant
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
DEC 20 1961
FOR FILING
[illegible]
5656

9

December 19, 1961

Request for Extension of Time
No. 1
January 19, 1962, Meeting

Oregon State Highway Commission

Gentlemen:

Re: Thomas Creek Bridge
Contract No. 5656

Bethlehem Steel Company, contractor on the above project, has requested an extension of 20 workdays without assessment of liquidated damages in which to complete the first unit of work on the above project. Copies of the contractor's request, Form E-320, are attached.

This request is predicated on the fact that certain changes in the design of the steel spans made after the award of the contract necessitated re-ordering and re-working some of the truss members, and that these changes delayed their over-all schedule for completion of fabrication of the work.

The contractor's statement is correct. After the award of the contract, it was found necessary to revise certain details of materials making up the main truss members. These changes were made after the contractor had ordered material for and fabricated a part of the affected members, and the changes did delay his work. The contractor's stated claim at the time the changes were made was that the changes would delay the over-all completion of the fabrication an estimated 57 days; however, a revision of the fabrication and erection schedule permitted the contractor to complete the work is 20 days.

Inasmuch as the delay was occasioned by conditions beyond the control of the contractor, it is my recommendation that the requested extension be granted without assessment of liquidated damages. The Bureau of Public Roads has concurred in the extension.

This matter will be on the agenda for the January 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.
cc P. M. Stephenson
Ivan Merchant C. H. Maison

RECEIVED
FEB 19 1962
FOR FILING

5656

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

#1

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5656 Contractor Bethlehem Steel Company

Highway Oregon Coast

Section Hooskanaden Creek-Thomas Creek

Kind of Work Const. 957 ft. bridge over 350 ft. deep canyon

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Changes in design of main truss members made after the award of the contract and after the contractor had ordered materials for and fabricated parts of the members, required contractor to re-order and re-work a part of the materials for the main truss members. Recommend that the extension be granted.

Jan 19, 1962 — 20 work days

Recommended for Approval:

Division Engineer

Ivan D. Merchant
~~Construction Engineer~~ or Bridge Engineer

Deputy State Highway Engineer

Contract No.	5656
Project designation	BF-124(14) State-Federal
Date awarded	April 21, 1960
Work started	May 19, 1960
Per cent completed	100% Nov. 20, 1961 Except Painting Date
No. of Workdays Allowed	280 +120 for painting steel
No. of Workdays Used	300
No. of Added Workdays Requested	20

State Printing 27939

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 24, 1961

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 280 days to 300 days, within which to complete our Contract No. 5656, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Thomas Creek Bridge - Hooskanaden Creek - Thomas Creek Section - Oregon Coast Highway - Curry County.
See Schedule attached.

In accordance with the contract, this covers all work except cleaning and painting.

Respectfully submitted,

BETHLEHEM STEEL COMPANY
Contractor

By S S Cort
S. S. Cort - Vice President

CONSENT OF SURETY

Date November 24, 1961

STATE OF CALIFORNIA
COUNTY OF SAN FRANCISCO } ss.:

On this 24th day November 1961, before me personally came A. L. WING, JR. to me known to be an Attorney-in-Fact of SEABOARD SURETY COMPANY, the corporation described in the within instrument, and he acknowledged that he executed the within instrument as the act of the said SEABOARD SURETY COMPANY in accordance with authority duly conferred upon him by said Company.

MY COMMISSION EXPIRES OCT. 5, 1965 *Notary Public.*

Form 242

E-320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 24, 1961

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 280 days to 300 days, within which to complete our Contract No. 5656, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Thomas Creek Bridge - Hooskanaden Creek - Thomas Creek Section - Oregon Coast Highway - Curry County.
See Schedule attached.

In accordance with the contract, this covers all work except cleaning and painting.

Respectfully submitted,

BETHLEHEM STEEL COMPANY
Contractor

By S S Cort
S. S. Cort - Vice President

CONSENT OF SURETY

Date November 24, 1961

We, SEABOARD SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

A L Wing Jr
Attorney-in-fact
A. L. Wing, Jr.,
Hansen & Rowland of Oregon
By: H. T. Hansen Jr
Resident Agent

(SEAL)

Certified Copy

No. 4791

SEABOARD SURETY COMPANY

HOME OFFICE

100 WILLIAM STREET, NEW YORK 38, N.Y.

Power of Attorney

Know all Men by these Presents: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint A. L. Wing, Jr.

of San Francisco, California

its true and lawful Attorney-in-Fact, to make, execute and deliver, on its behalf as Surety, bonds, undertakings and other obligatory instruments of similar nature as follows: Without Limitation.

Such bonds, undertakings and obligatory instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if such bonds, undertakings and obligatory instruments were signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VI, Paragraph 6.7:

"Attorneys-in-Fact may be appointed by the President or a Vice-President upon such terms and with such powers and duties as he may prescribe."

ARTICLE XI, Paragraph 11.1:

"All policies, bonds, recognizances, stipulations and all underwriting undertakings shall be valid:

(a) when signed by the President, or a Vice-President, or a Resident Vice-President, and by a Secretary, or an Assistant Secretary, or a Resident Assistant Secretary or other duly authorized official or agent of the Company; or

(b) when executed by an Attorney-in-Fact."

In Witness Whereof, SEABOARD SURETY COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed and duly attested by its Assistant Secretary, this 26th day of September, 1961

Attest:

SEABOARD SURETY COMPANY,
By

(Seal) B. C. Rode
Assistant Secretary

W. S. Wehrell
Vice-President

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 26th day of September, 1961, before me personally appeared W. S. Wehrell Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

(Seal)

Lillian Miller
Notary Public
State of New York
No. 41-2711300 Qualified in Queens County
Certificate filed in New York County
Commission Expires March 30, 1963.

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

I, Paul Gillen, Asst. Secretary of SEABOARD SURETY COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a power of attorney executed by said SEABOARD SURETY COMPANY, which is still in full force and effect.

In Witness Whereof. I have signed this certificate at New York, New York, this 24th day of

Know all Men by these Presents: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint A. L. Wing, Jr.

of San Francisco, California
its true and lawful Attorney-in-Fact, to make, execute and deliver, on its behalf as Surety, bonds, undertakings and other obligatory instruments of similar nature as follows: Without Limitation.

Such bonds, undertakings and obligatory instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if such bonds, undertakings and obligatory instruments were signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

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(a) when signed by the President, or a Vice-President, or a Resident Vice-President, and by a Secretary, or an Assistant Secretary, or a Resident Assistant Secretary or other duly authorized official or agent of the Company; or

(b) when executed by an Attorney-in-Fact."

In Witness Whereof, SEABOARD SURETY COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed and duly attested by its Assistant Secretary, this 26th day of September, 19 61

Attest:

SEABOARD SURETY COMPANY,
By

(Seal) B. C. Rode
Assistant Secretary

W. S. Wehrell
Vice-President

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

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(Seal)

Lillian Miller
State of New York Notary Public
No. 41-2711300 Qualified in Queens County
Certificate filed in New York County
Commission Expires March 30, 1963.

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

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In Witness Whereof, I have signed this certificate at New York, New York, this 24th day of November, 1961

Paul Gillen
Assistant Secretary

1927

Form 117 Rev. 1958

THOMAS CREEK BRIDGE
BROOKINGS, OREGON
State of Oregon Contract 5656
Bethlehem Steel Co. Contract CRZ-8015

SCHEDULE OF DAYS NOT WORKED

Date	Reason for Not Working
5/2/60	Conditions were too wet to start work on force account work and access roads
5/3	Ditto
5/4	Ditto
5/5	Ditto
5/6	Ditto
5/9	Ditto
5/10	Ditto
5/11	Ditto
5/12	Ditto
5/13	Ditto
5/16	Ditto
5/17	Ditto
5/20	Hard Rain, ground conditions too wet to work
5/23	Rain and high water
5/24	Ditto
5/25	Ditto
5/26	Ditto
5/30	Holiday
6/28	55% of production due to foundation contractor unable to work at full efficiency because of additional foundation exploration by State of Oregon drill crew at footing locations
6/29	Ditto
7/4/60	Holiday

THOMAS CREEK BRIDGE
BROOKINGS, OREGON
State of Oregon Contract 5656
Bethlehem Steel Co. Contract CRZ-8015

Date	Reason for Not Working
8/8/60	Due to plan changes in footings on the west side of the north tower, the foundation contractor has had to do considerable extra work, plus waiting for material that was necessary due to revisions in the footings
8/9	Ditto
8/10	Ditto
9/5	Holiday
11/8	Ditto
11/10	Too much rain and wind
11/11	Holiday
11/16	Heavy rains and winds
11/17	Ditto
11/23	Heavy rains and winds
11/24	Holiday
11/25	Rain
11/30	High winds and rain
12/16	Heavy rains and wind
12/26/60	Holiday
1/2/61	Holiday
1/13	Heavy rain and wind
1/30	Wind and rain
1/31	Ditto
2/1	Ditto
2/2	Ditto
2/3	Ditto
2/6/61	Ditto

THOMAS CREEK BRIDGE
BROOKINGS, OREGON
State of Oregon Contract 5656
Bethlehem Steel Co. Contract CRZ-8015

Date	Reason for Not Working
2/7/61	Wind and rain
2/8	Ditto
2/9	Ditto
2/10	Ditto
2/13	Ditto
2/14	Ditto
2/15	Ditto
2/16	Ditto
2/17	Ditto
2/20	Ditto
2/21	Ditto
2/22	Holiday
3/1	Production less than 60% due to rain and wind
3/8	Ditto
3/9	Ditto
3/10	Ditto
3/13	Ditto
3/14	Ditto
3/15	Ditto
3/16	Ditto
3/17	Ditto
3/23	Ditto
3/24	Ditto
4/3	Winds in excess of 35 to 40 miles per hour, making steel erection a hazard
4/4/61	Ditto

THOMAS CREEK BRIDGE
BROOKINGS, OREGON
State of Oregon Contract 5656
Bethlehem Steel Co. Contract CRZ-8015

Date	Reason for Not Working
4/17/61	Winds in excess of 35 to 40 miles per hour, making steel erection a hazard
4/18	Snow and rain
4/20	Not safe to erect steel due to hard rain and wind
4/21	Ditto
5/5	Ditto
5/9	Ditto
5/10	Ditto
5/22	Ditto
5/30	Holiday
7/4	Holiday
7/5	Unsafe to work due to heavy rains
7/19	Concreting of bridge slab held up due to operators' labor strike
7/20	Ditto
7/21	Ditto
7/24	Ditto
7/25	Ditto
7/26	Ditto
7/27	Ditto
7/28	Ditto
7/31	Ditto
8/1	Ditto
8/2	Ditto
8/3	Ditto
8/4/61	Ditto

THOMAS CREEK BRIDGE
BROOKINGS, OREGON
State of Oregon Contract 5656
Bethlehem Steel Co. Contract CRZ-8015

Date	Reason for Not Working
8/7/61	Concreting of bridge slab held up due to operators' labor strike
8/8	Ditto
8/9	Ditto
8/10	Ditto
8/11	Ditto
9/4	Holiday
10/10	Very heavy rain prevented concrete deck work
10/19	Rain
10/23	Ditto
10/27	Ditto
11/3	Rain
11/10	Rain

FORM CD-121
(9-23-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: December 13, 1961

Attention: I. D. Merchant
Bridge Engineer

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

SUBJECT: Oregon Project BF-124(14), Thomas Creek Bridge - Time Extension

We have your letter of December 11, 1961 requesting concurrence for an extension of 20 days on the subject project. A search through our files shows no previous commitments for an extension although the contractor, Bethlehem Steel Co., requested an additional 57 days in their letter of December 7, 1960.

Based on the reasons given in your letter we hereby concur in an extension of 20 day as requested.

RECEIVED
DEC 13 1961

NOTED
P. M. STEPHENSON

Forrest Cooper

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

for dedication material see 5908

Division of Personnel
and Public Relations

61-186-S

EMpire 4-2171
Extension 439

FOR IMMEDIATE RELEASE

November 22, 1961

Nearly fifteen miles of relocated Oregon Coast Highway in Curry County, all bordering the ruggedly scenic Oregon beach, will be officially dedicated by Governor Mark O. Hatfield December 9, it was announced in Salem today by Forrest Cooper, Deputy State Highway Engineer.

With the opening of this unit between Pistol River and Brookings, one of the most crooked sections of U. S. Highway 101 will be bypassed. The new section slices 5.9 miles in distance and 20 to 30 minutes in driving time off the old route.

The "ribbon cutting" ceremony scheduled for 2 p.m. on December 9 will be at the south end of the majestic Thomas Creek Bridge. Governor Hatfield, the Oregon State Highway Commission, county and city officials, and representatives of many interested organizations will be in attendance at the dedication.

Cost of the new two-lane road, including rights of way, was approximately $11,133,000. This includes an expenditure of $1,268,000 for the Thomas Creek Bridge which spans the canyon 350 feet above the stream bed. This 30-foot-wide structure is 957 feet in length and is the highest in Oregon.

The new highway hugs the coast throughout its entire length and has ample turnouts for those wishing to view the magnificient scenery. Two picnic areas are under construction at the present time, one at Lone Ranch, the other at Whale Head Cove. These are scheduled for public usage in 1962.

[illegible]

Because the old highway traveled inland, the new highway will offer a view to the motorist of a portion of the Oregon Coast which until now has been seen by few persons traveling through Curry County.

NOTED

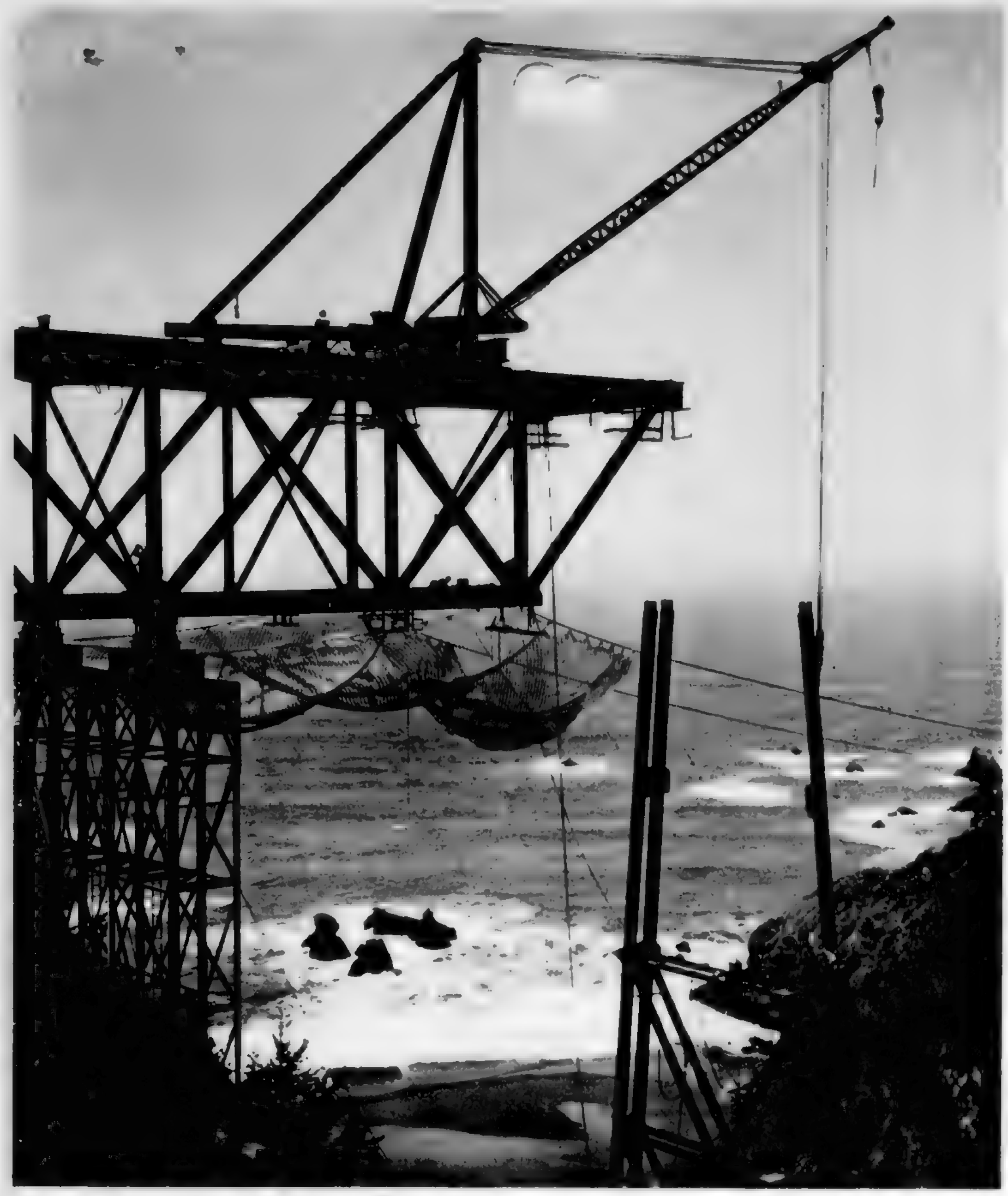
(more)

This construction project represents one of the most difficult two-lane highway projects ever undertaken in the United States. Enormous cuts and giant fills are found throughout the length of the route. Elaborate drainage facilities to control land slides are a part of the project.

Still to be completed, but all under contract, is the section from Gold Beach to Pistol River. This 10.58 miles of highway will eliminate another 2.6 miles of driving distance and will make available to the motoring public a completely modern highway from Gold Beach to Brookings. It is planned that some units of this section will be open to traffic late in 1962.

The new highway is designed for 60-mile-per-hour traffic, a speed far greater than was safe on the former route.

# # #



Owner-designer: State of Oregon, Department of Highways; *general contractor:* Bethlehem Steel Company, Pacific Coast Division

Pacific panorama

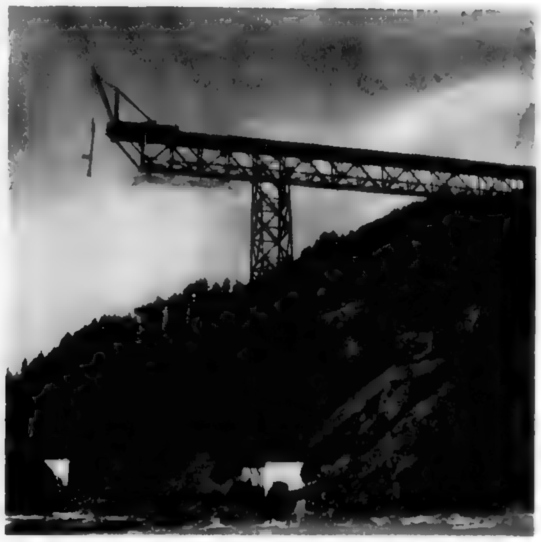
NEAR BROOKINGS, ORE.—The combination of ocean, sky, rugged Oregon coastline, and soaring steelwork made this project a photographer's dream, but also helped make it something of a bridge builder's nightmare. For one thing, the superstructure is 'way up, with the roadway a dizzying 350 ft above the canyon floor. And to compound the peril, winds often whistle through the ravine in two directions at the same time. Note the use of safety nets.

The project is a two-lane continuous deck-truss bridge carrying U.S. Route 101, the Coastal Highway, over the gorge formed by Thomas Creek, a few miles north of Brookings. The steelwork extends 848 ft between abutments, with the longest span—385 ft—being at the south end. The superstructure is supported by two steel-frame towers rising from heavy concrete piers. The center span measures 185 ft.

The erection procedure called for all construction to proceed from the south side, using a stiff-leg derrick traveler, and cantilevering over falsework repeatedly. Beginning at the south abutment, Bethlehem bridgemen first erected out to a 15-ft-high falsework tower; then cantilevered to a tower 60 ft high; then, working from the cantilevered span, they built a third falsework tower 180 ft high. Erection of the bridge continued until the cantilevered deck arrived at a point where the derrick could hoist and place the steel for the south tower.

All falsework towers had to be capable of withstanding coastal winds up to 120 mph.

View from the ground, as bridgemen hitch up a tower leg to be set in place at the north tower. Note the derrick on the cantilevered deck high above.



The derrick traveler hoists a member as steelwork cantilevers far out from the south tower. Steel can be seen rising from the north pier at left. The thinner towers at right are falsework.

He's more than 300 ft up—and so was our photographer! An unusual look down one of the bridge towers.

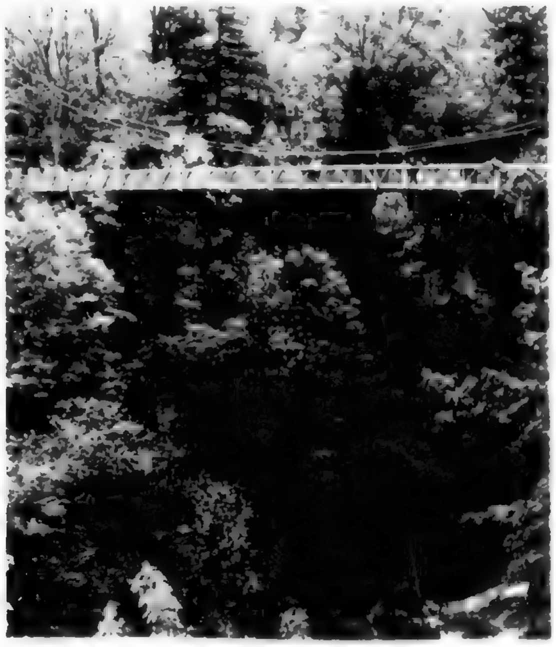
(Advertisement)

OCTOBER 1961

Progress Report on STEEL CONSTRUCTION

BETHLEHEM STEEL COMPANY

The smallest suspension bridge we've built



ITHACA, N.Y.—Sons of the Big Red will recognize this spot. It's the pedestrian crossing of Fall Creek gorge, at Cornell University, linking the area occupied by dormitories, fraternities, and sororities, on the north side, with the main campus on the south. It used to be spanned by an aged eyebar-chain suspension structure, with a 5½-ft-wide plank walkway. Now there's a new bridge—wider, stiffer, safer, and far more attractive.

Bethlehem bridgemen handled both dismantling of the old structure and fabrication and erection of the new one. The vital statistics: main span—270 ft, height of towers—41 ft, bridge deck—nine 30-ft panels topped with concrete-filled steel grid, 8 ft wide, stiffening trusses—4½ ft deep, main cables—2-in-diameter strand, hangers—⅞-in-diameter wire rope at 30-ft centers.

The know-how that went into our smallest suspension bridge was acquired by Bethlehem Steel in nearly a century of bridge building. During that time we've put up some real whoppers, including the famous Golden Gate and George Washington bridges.

RECEIVED
JUN 26 1961

FOR FILING

565b

NOTED
W. C. WILLIAMS

CON RSB 203 6-19-61 1 41 PM

F B KLABOE

ANTICIPATED COMPLETION DATES, BURNT HILL-BROOKINGS SECTION, OREGON
COAST HIGHWAY:
1. BURNT HILLATHOMAS CREEK, CONTRACT TUTXXX 5758 PETER KIEWIT SONS CO
STONE BASE AND AGGREGATE WILL BE READY FOR PAVING CONTRACTOR BY SEPT 1.
CONTRACT STILL HAS 48 WORK DAYS.
2. THOMAS CREEK-BROOKINGS SECTION, CONTRACT ~~5908~~ 5636, DORMAN CONST CO, PAVOR
PAVING, WIL BE PAVED BY AUG 20.
BURNT HILL-
~~////////////B/DL//YA//~~
BURNT HILL-THOMAS CREEK , CONTRACT 590IXXX 5903 WILL BE PAVED BY OCT 15
~~////~~ OCT 15, 1961.

3. THOMAS CREEK BRIDGE, CONTRACT 5656, BETHELEM STEEL CO, WILL BE READY
FOR TRAFFIC ABOUT NOV 15, 1961. THIS WILL MAKE BURNT HILL-BROOKINGS

SECTION READY FOR TRAFFIC ABOUT NOV 15, 1961.

PLEASE ASKNOWLEDGE.

MORGAN

BY:..

WCW

RECEIVED
MAY 31 1961

FOR FILING
BF-124(14)
6646

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: May 18, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

SUBJECT: Thomas Creek Bridge, Project BF-124(14)

Returned herewith is a copy of Price Agreement No. 2 approved but with the provision that Federal participation be limited to Item 3, contract unit prices for the revised quantities.

This Price Agreement provides for additional compensation to the contractor as a result of design changes made after award of contract. The considerable extra costs, over and above contract unit prices, are due to the changes being made after the steel was ordered and partially delivered and after some of the steel was fabricated. The agreed price for these extra costs is $23,306. The changes were found necessary during a structural check of the design plans which was performed by our office after the contract was awarded. Our letter to you authorizing advertising of this project was qualified as follows:

> "This approval is given subject to your making any corrections or revisions which may be found necessary following a further review of the plans. In this regard, we feel that for a structure of this magnitude, a thorough detailed check of the design would be very desirable. Since your department has not and doesn't plan to check the design, we will attempt to make a partial detailed check. This will take considerable time, therefore, it may be that changes will be required even after fabrication of members. In the future we urge you to allow adequate time to permit checking prior to contracting, particularly for large and complex structures such as this one."

We wish to re-emphasize our position and urge you again to adopt a policy of checking structural design plans. As far as we can determine, this is standard procedure in other highway departments. A thorough design check should eliminate most of the irksome changes which come up and the occasional resulting difficult and time-consuming negotiations with contractors over payment for revisions. Also, checking would result in improved quality and economy of designs. Most designers, knowing that plans will not be checked, will play it safe and turn out designs which, for the most part, are overly conservative. We believe these considerations are more than ample justification for the added expense of checking all structural designs.

-more-

Prior to the 1956 Federal-aid Act this office was generally able to perform a structural check in sufficient detail to assure us of an adequate design. However, now due to the greatly accelerated program with no appreciable increase in our bridge personnel, we are no longer able to do so. We believe the accuracy of the design should be a prime responsibility of the State. Therefore, if the State prefers to accept this responsibility without checking, it would appear that the State also should accept the responsibility for any corrective costs that might result from such procedure. With this in mind and in view of our qualified approval of the P. S. & E. for the Thomas Creek Bridge, we are disapproving Federal participation in Items No. 1 and 2 on Price Agreement No. 2.

Attachment

RECEIVED
MAY [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-109 (Rev.) 5M-4-56

"BPR APPROVAL LIMITED TO ITEM 3"

APPROVED as a minor change:
No major change in termini or surface type and no major increase in agreement amount will result from this change.
Date MAY 18 1961 C G Polk
C. G. POLK
Division Engineer
U. S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Thomas Creek Bridge (8459)
Date: March 19 61
Highway: Oregon Coast
Contract No.: 5656
County: Curry
Prefix: 8-1037
Contractor: Bethlehem Steel Co.
F. A. Project No.: BF-124(14)
Address: 100 California Street, San Francisco 19, Cal.
Price Agreement No.: 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Fabricate and erect structural steel to revised plans as follows:
(See back of sheet)

Locations by station numbers:

Steel Spans

Names of pay items, estimated quantities and agreed prices:

1.	Top chord and lower revisions. Extra cost (over and above contract unit prices) to alter material ordered, order additional material, alter previous fabrication, etc.------------------------------------	$18,460
2.	Same as above for hanger design change------------------------------------	4,846
3.	Adjustment in contract quantities for contract items 10 and 11 to be reflected in contract final quantities. N/C this PA. (This contract on unit price basis).	-
	Total due this Price Agreement	$23,306

Specifications, basis of measurement and other provisions:

All work to be performed to original contract specifications. Plan changes developed after extensive check of truss member stresses. All plan changes made after award of contract and after fabricator had started fabrication of material to contract plans.

INSTRUCTIONS

After the signature of the contractor has been obtained submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,267,819.88	
Present estimate of project cost, including $23,306.00 for work under this order	$1,249,945.24	
Expected under-run ~~XXXXXXX~~ (amount)	$17,874.64	
Expected under-run ~~XXXXXXX~~ (per cent)	1%	

Submitted by: ______________ Resident Engineer

Approval Recommended: ______________ Division Engineer

Approval Recommended: ______________ ~~[illegible] Engineer~~ or Bridge Engineer

Signed BETHLEHEM STEEL COMPANY Contractor

Approved: ______________ ~~Deputy State Highway Engineer or~~ Assistant State Highway Engineer

State Printing [illegible]

Drawing	[illegible]	Rev.	[illegible]	dated	9-2-60
"	[illegible]65	"	1	"	[illegible]
"	[illegible]	"	4	"	7-[illegible]
"	[illegible]	"	4	"	7-[illegible]
"	[illegible]	"	[illegible]	"	7-[illegible]
"	[illegible]	"	[illegible]	"	7-[illegible]
"	[illegible]	"	1	"	7-[illegible]
"	[illegible]	"	1	"	7-[illegible]
"	[illegible]	"	[illegible]	"	7-[illegible]
"	[illegible]	"	[illegible]	"	7-[illegible]
"	15[illegible]4	"	[illegible]	"	[illegible]
"	[illegible]	"	3	"	7-29-[illegible]
"	[illegible]	"	[illegible]	"	7-2[illegible]
"	[illegible]	"	3	"	7-2[illegible]-60
"	[illegible]	"	4	"	[illegible]

DISTRIBUTION--March 9, 1961

1. 3 copies--Division Engineer
2. 1 copy-----Auditor
3. 2 copies--Bridge Files

RECEIVED
MAR 9 1961
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ARDNER

Bethlehem Steel Company
(INCORPORATED)
PACIFIC COAST DIVISION

JOHN G. WHITE
General Manager of Sales

FABRICATED STEEL CONSTRUCTION
H. A. SCHIRMER
Manager of Sales
FRANK MENDEL
Contracting Manager Towers

100 CALIFORNIA STREET
BOX 3494 RINCON ANNEX
San Francisco 19, Calif.

BETHLEHEM STEEL

December 7, 1960

State of Oregon
State Highway Department
Salem, Oregon

Att: Ivan D. Merchant, Bridge Engineer

Thomas Creek Bridge
Contract No. 5656
Our Contract CRZ 8015 x1, x2, x3

Gentlemen:

Supplementing our letter of October 25, 1960 and answering certain questions raised in the conference held in your office on November 22nd and reiterated in your letter of November 23, 1960, we feel it wise to restate our letter of August 25, 1960 and include additional information.

> "We were recently in receipt of revised design drawings which contained revisions in the design of top chord members of the trusses and top panel bracing of the towers.
>
> We are listing below the drawings received, applicable to this work, together with revision numbers and dates:-

Drawing	Rev.	dated
15652	3	9-2-60
15653	1	9-2-60
15656	4	7-29-60
15657	4	7-29-60
15658	2	7-29-60
15659	2	7-29-60
15660	1	7-29-60
15661	1	7-29-60
15662	2	7-29-60
15663	1	7-29-60
15664	2	9-2-60
15665	3	7-29-60
15666	2	7-29-60
15667	3	7-29-60
15668	4	9-2-60

copies on hand

The above drawings increase and affect the work to be done under Item No's. 10 and 11 of Contract No. 5656.

Our additional charge for this work is:-

EIGHTEEN THOUSAND FOUR HUNDRED SIXTY DOLLARS	$18,460.00

This additional charge is over and above the contract unit prices.

Our breakdown of this lump sum additional charge is as follows:-

1. Material This charge includes:-		7,468.00
a. Waste in cutting material to adapt it to other members, includes allowance for scrap. 31, 346 lbs. A242 Material 5,430 lbs. Med. Mang. 1,716 lbs. A7	$3,824.00	
b. Placing in stock material already received but unable to use under revised design. 8,717 lbs. A373 19,447 lbs. Med. Mang. 5,263 lbs. A7	999.00	
c. Higher cost of material in revised design 988,900 lbs.	2,645.00	
2. Fabrication This charge includes:-		3,821.00
a. Tower members were rolled sections, now changed to welded sections 24,315 lbs	830.00	
b. Due to heavier plates certain holes had to be drilled instead of punched	614.00	
c. Additional burning to use plates already ordered	29.00	
d. Additional charge due to wage increase in Fabricating Shop effective 12/1/60. Due to change in design and resultant delay in receipt of material, 355 tons required fabrication after 12/1/60 whereas originally could have been performed prior to 12/1/60	2,348.00	

3. Drawing Room This charge includes:-		$ 3,706.00
a. Changes to Towers drawings	$ 153.00	
b. Nine new Truss drawings	1,890.00	
c. New Layouts and calculations	1,663.00	
4. Erection This charge includes:- Increase in cost due to change in structural Iron Workers scale from $3.76 to $3.92 per hour, effective 4/10/61. The change in design has delayed our works so that erection at the South abutment cannot start before 3/1/61. Our estimate gives 48 days of work to be done after 4/9/61.	3,465.00	$ 3,465.00
TOTAL		$18,460.00
Additional charge due to revisions in hanger design as outlined in our letter to you dated July 19, 1960		4,846.00
GRAND TOTAL		$23,306.00

Due to the delays caused by the above stated changes in design and additional work, we request an increase of 57 days in the number of workdays specified for the completion of the work, without assessment of liquidated damages, general damages, engineering expense or any other expense."

Our substantiation of the foregoing request for extension of time is as follows:-

On July 28, 1960 we received a phone call from your office advising that changes in design were being made in top chords of trusses. This required us to stop all work.

On August 23, 1960 we were again advised by phone that additional changes were being made; namely in the top diagonals and struts of the Towers.

Drawings of the final revised designs were received on September 8, 1960.

At the time we were first notified of the change of design (July 28, 1960) our fabricating works had already received the material required for the towers, approximately 50% of the material required for the trusses, and all of the gusset plate material.

On August 9, 1960 a conference was held in your office mainly for the purpose of determining a practical solution for the use of the material already received.

At this conference you were advised that new truss material would have to be ordered from the mill and that it was anticipated that said material would arrive at our Seattle Works about October 15, 1960. Actually, the last shipment of the material was received on November 5, 1960.

In order for us to be placed in the same relative position with respect to our material supply, we consider the time from July 28, 1960 to November 4, 1960, namely 71 working days, as time lost due to changes in the design. However, as previously advised, we are asking for an extension of time of only 57 working days.

We are also requesting that we be released from assessment of liquidated damages, general damages, engineering expense or any other expense due to this delay caused by change in design.

The dates given in your letter of November 23, 1960 for completion of erection are in agreement with our schedule.

We trust that the above information is now in sufficient detail for your consideration and approval and that we may shortly receive a Price Agreement covering this extra and notification of extension of time.

Very truly yours,

BETHLEHEM STEEL COMPANY
H. A. Schirmer - Manager of Sales

By: George C. Koch

GOKoch:pk

Duplicate

P. S. Regarding our request for an extension of time, with our letter of October 26, 1960 we forwarded you Seaboard Surety's consent for granting said extension of time.

RECEIVED
DEC 9 1960
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

8459

B7-124 (14)

5656

Cooper
info

NOTED
C. A. GARDNER

November 23, 1960

Bethlehem Steel Company
Pacific Coast Division
P. O. Box 3827
Seattle 24, Washington

Attention: Mr. C. N. Morse

Gentlemen:

Re: Thomas Creek Bridge
Bridge No. 8459
Steel Fabrication and Erection

This is to confirm our understanding of the points covered in the meeting in this office on November 22. Present at the meeting were Mr. Pitney, Mr. Morse, and Mr. Haglund from Bethlehem Steel Company, and Mr. Roake, Mr. Allaway, and the writer from the Oregon State Highway, Bridge Division.

Major items of discussion were the steel delivery and erection schedule and Bethlehem Steel Company's monetary claim for plan changes.

The present erection schedule is to erect the South Tower and Span 3 concurrently. This schedule will complete all steel erection on June 13, however, this date makes no allowance for workdays lost due to weather, etc. With three months time allowed for deck, curb, and rail placement bridge completion would be on September 9; again with no allowance for lost time. Completion of steel erection and bridge completion could be delayed 12 workdays from the June 13 and September 9 dates if it is not possible to erect the South Tower concurrently with Span 3. Bethlehem Steel Company to make every effort to complete structure, except for steel painting, as soon as possible to coordinate with completion of roadwork and opening of highway to traffic.

Because of plan changes, made as a result of a structural check by the Bureau of Public Roads, the fabrication and erection schedule has been changed. Bethlehem Steel Company has requested a 37-day time extension. It will be necessary to have a detailed estimate of lost fabrication and erection time. Upon completion of the contract, an extension of time as required up to a maximum of 37 days will be recommended to the Highway Commission without assessment of liquidated damages.

By letter of October 25 Bethlehem Steel Company presents a claim for additional compensation of $18,460 above the contract unit prices for design changes. This claim is made up in four parts and was discussed at length. Bethlehem Steel Company is to provide a cost breakdown covering the various items in the claim. At such time that we receive the cost breakdown for the various items a study will be made of same and a Price Agreement written to cover allowable additional costs.

Please advise if the above agrees with your interpretation of the results of the conference and may I thank you in advance for your efforts to complete the project on schedule.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. H. M. Pitney
Box 3494 Rincon Annex
San Francisco 19, California

Mr. Oscar Haglund
Portland, Oregon

Mr. John Quiner
Mr. F. D. Morgan

RECEIVED
DEC [illegible] 1960
STATE OF
[illegible] ENGINEER

RECEIVED
JUL [illegible] 1960

FOR FILING
BF-124(14)

5-56

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

July 27, 1960

C. G. Folk, Division Engineer
08-35.6 Salem, Oregon

Oregon Project BF 124(14)
Thomas Creek Bridge
Order for State Force Work
Emergency Foundation Investigation
Estimated Total Cost - $1,000

We are approving the use of State Force, as requested in your letter dated July 19, 1960, for the following reasons:

1. Additional foundation exploration is necessary and must be done immediately to avoid costly delay to the project.

2. The amount of work is too small to warrant a separate contract.

3. The State has trained men and specialized equipment to perform the work most economically.

4. The contractor is neither properly equiped nor staffed to perform this work.

This formal approval is confirmation of prior verbal approval given on June 15, 1960 during a field inspection by Mr. R. H. Tokerud of this office.

Porter

NOTED

A

RECEIVED
JUN 30 1960
FOR FILING
CF 124 (A)
5656

June 29, 1960

Mr. Buford Sommers
7628 S. E. Reedway Street
Portland 6, Oregon

Dear Sir:

This is in reply to your letter of June 23 concerning the bridge project on the Oregon Coast Highway in Curry County. The description of this contract is as follows:

> Contract No. 5656 with Bethlehem Steel Co., Pacific Coast Division, P. O. Box 3494 Rincon Annex, San Francisco, California, 19.
>
> Thomas Creek Bridge on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County.
>
> Amount of contract - $1,114,951.
>
> Job awarded April 21, 1960.

If we can be of further service, please call on us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

7628 Southeast Reedway
Portland, Oregon
June 23, 1960

Mr. Floyd Query, Secretary
Oregon Highway Commission
Salem, Oregon

Dear Mr. Query:

Engineering News-Record, for which I am reporter, wishes me to determine whether a contract for Project FAP BF-124(14), a 957-foot bridge on the Oregon Coast Highway in Curry county has been awarded, and:

Whether it was to Bethlehem Pacific Coast Steel Corporation, whether the amount was $1, 114, 921 and whether the date of award was April 21.

I am inclosing a stamped, self-addressed envelope for convenience of your reply.

Thanking you for any assistance you can give me, I am,

Yours truly,

Buford Sommers

Buford Sommers

[illegible]

[illegible]

[illegible]

#5656

RECEIVED
[illegible] 27 1960
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
JUN - 3 1960
FOR FILING
BF-124(14)
56[illegible]

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. PRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

Bethlehem Steel Company
Box 3494 Rincon Annex
San Francisco 19
California

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5656, awarded April 21, 1960, for construction of the Thomas Creek Bridge on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
[illegible] 1960
FOR FILING
BF [illegible]
5656

April 22, 1960

Bethlehem Steel Company
20th & Illinois Streets
San Francisco 19
California

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract #5656 for construction of the Thomas Creek Bridge on the Oregon Coast Highway in Curry County.

This award was based on your bid of $1,114,951.00 which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

BF-124(14)

5656

A

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5656 for Oregon Project BF-124(14), Hooskanaden Cr.-Thomas Cr. Sec., Thomas Cr. Bridge, Oregon Coast Highway, to Bethlehem Steel Co., of Bethlehem, Pennsylvania, low bidder in the amount of $1,114,951.00 at the April 19, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Printer

RECEIVED

FOR FILING

BF 124(14)

NOTED
W. C. WILLIAMS

When replying, refer to
04-35.6

5656

408 State Highway Building
Salem, Oregon

April 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BF-124(14), Thomas Creek Bridge, Oregon Coast Highway in Curry County.

This approval is given subject to your making any corrections or revisions which may be found necessary following a further review of the plans. In this regard, we feel that for a structure of this magnitude, a thorough detailed check of the design would be very desirable. Since your department has not and doesn't plan to check the design, we will attempt to make a partial detailed check. This will take considerable time, therefore, it may be that changes will be required even after fabrication of members. In the future we urge you to allow adequate time to permit checking prior to contracting, particularly for large and complex structures such as this one.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

illig - Porter
copy to Williams
Baldwin

9-1051 Terrebonne-Redmond Sec. of 1960
The Dalles-Calif. Hwy. (Pav.)
#5657

RECEIVED
MAR 14 1961
FOR FILING

9-1051
Terrebone-Redmond Section
~~Contract No. 5657~~
5657

NOTED
W. C. WILLIAMS

W. C. Williams

7

March 3, 1961

FINAL COST ANALYSIS
Paving
Contractor: Dorman Construction Co.
Resident Engineer: Ernest Scrivner

The Dalles-California Hwy.
Deschutes County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class B Asph. Concrete	6,587.02	Ton	8.00	6.34	41,787.62	52,696.12
RS-2 Asphalt	11.40	Ton	60.00	55.34	630.83	684.00
Lump Sum Reduction			7,000.00			-7,000.00
Liquidated Damages	1		60.00			-60.00
Force Account (Flagging)					883.98	466.80
					$43,302.43	$46,786.92

	Gross Revenue	Total Cost	Profit	% Profit
Dorman Construction Co.	27,267.66	23,783.17	3,484.49	12.78
Hired Contractors	19,519.26	19,519.26		
	$46,786.92	$43,302.43	$3,484.49	7.45

Net Profit equals 7.45% of Gross Revenue

DETAIL OF COSTS - Contract No. 5657

Labor:		
Labor (all)	$ 7,744.55	
Tax and Insurance	611.18	
Welfare and Pension	424.70	$ 8,780.43
Material:		
85/100 Asphalt	10,326.43	
RS-2 Asphalt	307.80	10,634.23
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	61.00	
Gas and Oil	11.15	
Bond and P.L. & P.D. Insurance	384.59	
Freight on Asphalt	3,436.77	
Home Office and General Overhead	475.00	4,368.51
Hired Contractors	19,519.26	19,519.26
TOTAL COST		$ 43,302.43

Remarks - Contract No. 5657

The Terrebone-Redmond paving project in Deschutes County was a "State Project" for the construction of 4.21 miles of Asphaltic Concrete overlay on The Dalles-California Highway, commencing at approximately 0.5 mile south of the Terrebone city limits and extending southerly, ending at the Redmond north city limits.

The contract was awarded April 21, 1960. The contractor started moving his equipment into the pit north of Prineville August 26, 1960, started crushing rock September 1, 1960 and completed crushing September 9th.

Paving operation started September 8th and was completed September 15, 1960. The plant was not dismantled as contractor was to pave for the Ochoco Park project for C.R. O'Neil.

A profit of 7.45% on the gross revenue reflects the good management on this project.

M.N. Juve
Chief Cost Analyst

By

A. Bollinger

RECEIVED
NOV 30 1960

FOR FILING

9-1661

5657

November 30, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5657 for paving the Terrebonne-Redmond Section of The Dalles-California Highway in Deschutes County was completed by the contractor, Dorman Const. Co., on September 15, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $1,389.60 will be released to the contractor on or after December 9, 1960. The total contract amount is $46,786.92, of which amount $466.80 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Dorman Const. Co.,
2818 East 1st Street
Vancouver
Washington

RECEIVED
OCT [illegible] 1960
FOR FILING

9 1151

5657

October 28, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Dorman Construction Co., on contract #5657 for paving the Terrebonne-Redmond Section of The Dalles-California Highway in Deschutes County.

This payment, in the amount of $45,397.32, will be released to contractor on or after November 7, 1960. The retained percentage is $1,389.60.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Form E-1—(Rev.)—

9-1051

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 14, 1960

Section Terrebonne - Redmond

Kind of work Paving

Highway The Dalles-Calif. County Deschutes

Section prefix 9-1051

Contractor Dorman Construction Co.

Contract number 5657

Date of contract April 21, 1960

Specified work days 90

Date work started Sept. 8, 1960

Work days used 91

Project authorization $54,270.00

Exclusive of engineering $50,410.80

Per cent of time elapsed 101.1 %

Estimated cost of completed project, exclusive of engineering $49,986.92

Estimated per cent overrun or underrun Underrun 7.9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $3,859.20

Engineering cost to date $1175, 30.5 %

Date project was completed Sept. 15, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate completed this week and turned into the Division Office.

- FINAL REPORT -

CONSTRUCTION DIVISION
RECEIVED
OCT 17 1960
NOTED

NOTED
JOHN R. OAKES

Signed Ernest L. Scrivner

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					4.21
Miles partially completed					4.21
Miles completed					4.21
Total estimated quantities (contract)					6,730 Tons
Total quantities corrected to date					6,539 Tons
Estimated quantities moved or placed to date					6,539 Tons
Average daily quantities					Completed
Average daily quantities necessary to complete project on time					"
Number shifts per day					"
Hours per shift					"
Average force on project for week					"

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Ptly.Cloudy & Cool		
Tuesday	Cloudy&Cool		
Wednesday	Ptly.Cloudy & Cool		
Thursday	Fair&Cool		
Friday	"		
Saturday			

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JUN - 7 1960
FOR FILING

9-1051

5657

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 6, 1960

Dorman Construction Co.,
2818 East 1st Street
Vancouver
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5657, awarded April 21, 1960, for paving the Terrebonne-Redmond Section of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
APR 25 1960
FOR FILING
9-1051

5657

A

April 22, 1960

Dorman Construction Co.,
2818 East First St.,
Vancouver, Washington

Gentlemen:

The State Highway Commission on April 21, 1960, awarded to you State Highway Contract #5657 for paving the Terrebonne-Redmond Section of The Dalles-California Highway in Deschutes County.

This award was based on your bid of $47,740.00 which was the low bid submitted to the Commission on April 19, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (STAC)

9-1052 Div. #4 Oiling Proj. on 5 1960
St. Hwys. in vic. of Madras,
#5658 Redmond and Bend

RECEIVED
DEC 5 1962
FOR FILING

CUNNING, BREWSTER, COPENHAVER & LARKIN
ATTORNEYS AT LAW
355 SOUTH SIXTH STREET
REDMOND, OREGON

MAX A. CUNNING
GEO. H. BREWSTER
JOHN M. COPENHAVER
JOSEPH LARKIN

P. O. BOX 457
LINCOLN-8-2151

December 1, 1962

Mr. James R. Kuhn
Staff Attorney
State of Oregon
State Highway Department
Salem, 10, Oregon

Re: Butler v. Babler Bros., Inc. → #5058

37 shts @ 10¢ = $3.70
Photo copy

Dear Jim:

We are enclosing herewith our check in the amount of $3.70 made payable to the Oregon State Highway Commission, pursuant to your letter of November 29, 1962.

I wish to thank you again for your kind consideration in this matter, particularly in view of the fact that this does not fall within your phase of the operation.

I do not believe it necessary to subpoena Mr. Query to establish the contract as I will give notice to produce Babler's copy and if they fail to produce it then I can introduce the certified copy forwarded to me by your letter. However, if these contracts are awarded by resolution, I suppose I would need a certified copy of the resolution which could be submitted in evidence under the public record statute.

I don't really anticipate that the local manager of the Babler company will dispute the contract, but in the event he should refuse to do so, I want to be prepared.

Kind regards.

Very truly yours,

John M. Copenhaver

John M. Copenhaver

JMC:sl

Enclosure

See [illegible], Sec 434
[illegible] 12/4/62

RECEIVED
MAY 2 1961
FOR FILING

NOTED
W. C. WILLIAMS
W. C. Williams

FINAL COST ANALYSIS

Division IV Oiling
Five State Highways
~~Contract No. 5658~~
9-1852
5658

Oiling Project
Deschutes, Jefferson & Crook Counties
Contractor: Babler Bros. Inc.
April 20, 1961
Resident Engineer: R.H. Clark

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	39.04	Mile	100.00	93.21	3,638.80	3,904.00
Furnish & Place Aggregate	7,400.00	Cu. Yd.	5.00	4.19	31,038.66	37,000.00
Haul & Place Aggregate	2,980.00	Cu. Yd.	3.00	3.00	8,940.00	8,940.00
Asphalt in Oil Mat	848.33	Ton	43.00	39.83	33,785.76	36,478.19
EW Flagging		All			1,101.73	738.01
					$78,504.95	$87,060.20

Gross Revenue	$ 87,060.20
Total Cost	78,504.95
Net Profit	$ 8,555.25

Net Profit equals 9.827% of Gross Revenue

DETAIL OF COST - Contract No. 5658

Labor:		
Labor-All	$ 6,520.42	
Tax-Insurance	515.96	
Welfare-Pension	130.88	$ 7,167.26
Materials:		
Aggregate	16,273.90	
Asphalt	14,559.12	30,833.02
Equipment Rental and Misc. Expense:		
Equipment Rental, Owned	5,696.50	
Equipment Rental, Hired	2,595.77	
Gas and Oil	1,754.10	
P.U.C. License	450.00	
Bond and P.L. and P.D.	372.97	
Freight on Asphalt	4,879.36	
Small Tools and Misc. Supplies	54.67	
Home Office and General Overhead	2,200.00	
Move In	2,000.00	20,003.37
Subcontractor:		
J.C. Compton	20,501.30	20,501.30
TOTAL COST		$ 78,504.95

Remarks - Contract No. 5658

This was a "State Project" calling for the construction of 39.04 miles of oil mat wearing surface, Type 0-7 on sections of five state highways in Deschutes, Jefferson and Crook Counties, adjacent to or near Madras, Redmond and Bend.

Starting and completion dates for the various units were as follows:

	Started	Completed
Unit "A", Culver Highway	8- 8-60	8-19-60
Unit "B", Ochoco Highway	9- 2-60	9- 7-60
Unit "C", Powell Butte Highway	9- 6-60	9- 7-60
Unit "D", Century Drive Highway	6-21-60	6-24-60
Unit "E", Central Oregon Highway	6-29-60	7- 1-60

Unit "A" was haul and place state supplied rock and that unit of work was performed by subcontractor J.C. Compton.

The aggregates on all other units were purchased and all work performed by prime contractor.

Efficient operation on this project resulted in a good profit of 9.827% on the gross revenue.

M.N. Juve
Chief Cost Analyst

By

A. Bollinger

RECEIVED
NOV -4 1960
FOR FILING
9-1152
5658

November 4, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5658 for oiling 5 state highways in Division #4, Deschutes-Crook-Jefferson Counties, was completed by the contractor, Babler Bros. Inc., on September 7, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $2,589.67 will be released to the contractor on or after November 14, 1960. The total contract amount is $87,060.20, of which amount $738.01 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
OCT [illegible] 1960

FOR FILING
9-1032
5658

October 4, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros. Inc., on contract #5658 for oiling 5 state highways on Division #4 in Deschutes-Crook-Jefferson Counties.

This payment, in the amount of $28,950.12, will be released to contractor on or after October 14, 1960. The retained percentage is $2,589.67.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)-

9-1052

7

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 9-17-60, 19

Section	Division IV Oiling	Kind of work	Oiling
Highway	5 State Highways County Deschutes, Crook & Jefferson	Section prefix	9-1052
Contractor	Babler Bros., Inc.	Contract number	5658
Date of contract	4-4-60, 19	Specified work days	90
Date work started	6-21-60, 19	Work days used	70
Project authorization	$118,017.00	Per cent of time elapsed	77.78 %
Exclusive of engineering	$109,624.68		

Estimated cost of completed project, exclusive of engineering . . . $95,254.82

~~Estimated~~ per cent ~~[illegible]~~ underrun . . . 13.10 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . . $ 8,392.32

Engineering cost to date $3,300.00, 39.33 %

Date project was completed 9-7-60, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None	None	None	None		100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

Starting and completion dates for the various units of this project were as follows:

	Start	Finish
Unit A, Culver Hwy.	8-8-60	8-19-60
Unit B, Ochoco Hwy.	9-2-60	9-7-60
Unit C, Powell Butte Hwy.	9-6-60	9-7-60
Unit D, Century Drive Hwy.	6-21-60	6-24-60
Unit E, Central Oregon Hwy.	6-29-60	7-1-60

[illegible] DIVISION
RECEIVED
SEP 19 1960
NOTED-- ☑ ☐ ☐ ☐ ☐
CE ACE ACE COE

NOTED
JOHN R. BAKER

NOTED
C. E. PAULSEN

Signed R. H. Clark R H Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				39.04	
Miles partially completed					
Miles completed				39.04	
Total estimated quantities (contract)				10,140 c.y. 1,040 ton	
Total quantities corrected to date				10,380 850	
Estimated quantities moved or placed to date				10,380 850	
Average daily quantities				65 798	(13 days)
Average daily quantities necessary to complete project on time				Complete	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & Warm	- -	- -
Monday	"	- -	- -
Tuesday	"	- -	- -
Wednesday	"	- -	- -
Thursday	"		
Friday	"		
Saturday			

FORM E-123

RECEIVED
JUN - 7 1960
FOR FILING

4-1054

5658

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

June 6, 1960

Babler Bros., Inc.,
4617 SE Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5658, awarded April 21, 1960,
for oiling Division #4 on 5 State Highways
in Deschutes-Crook-Jefferson Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
APR 25 1960
FOR FILING
91052
5658

April 22, 1960

Babler Bros. Inc.,
4617 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

The State Highway Commission on April 21, 1960, awarded to you State Highway Contract #5658 for oiling 5 state highways on the Madras-Redmond-Bend Areas in Deschutes-Crook-Jefferson Counties.

This award was based on your bid of $93,244.00 which was the low bid submitted to the Commission on April 19, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

9-1053 Hampton-Sagehen Hill Sec. of 1960
Central Ore. Hwy. (Paving)
#5659

W. C. Williams

NOTED
W. C. WILLIAMS

December 30, 1960

9-1053

FINAL COST ANALYSIS
Paving

Hampton-Sage Hen Hill Section
Contract No. 5659

Contractor: Warren Northwest Co.
Resident Engineer: R.H. Clark

Central Oregon Highway
Prefix 9-1053

Item	Quantity	Unit	Unit Bit	Unit Cost	Total Cost	Gross Revenue
Asph. Concrete Mixture	20,185.14	Ton	4.80	4.697	94,810.06	96,888.67
Asphalt in A. C. Mix	1,204.98	Ton	37.00	32.976	39,735.93	44,584.26
RS-1 Asphalt	26.89	Ton	55.00	52.894	1,422.32	1,478.95
1/2"-1/4" Mat'l in S.P.	3,501.25	Cu. Yd.	3.50	3.314	11,603.13	12,254.38
1/4"-#10 Mat'l in S.P.	588.15	Cu. Yd.	3.50	3.166	1,861.83	2,058.53
1/4"-0 Mat'l in S.P.	2,384.86	Cu. Yd.	3.50	3.562	8,495.26	8,347.01
PA#1 Furn. 1/4"-#10 in S.P.	712.06	Cu. Yd.	3.25	3.161	2,250.51	2,314.20
Force Account - Flagging						1,236.89
					$160,179.04	$169,162.89

Gross Revenue	$ 169,162.89
Total Cost	160,179.04
Net Profit	$ 8,983.85

Net Profit equals 5.311% of Gross Revenue

[illegible]

W. C. Williams

NOTED
W. C. WILLIAMS

December 30, 1960

9-1053

Hampton-Sage Hen Hill Section
Contract No. 5659

FINAL COST ANALYSIS
Paving
Contractor: Warren Northwest Co.
Resident Engineer: R.H. Clark

Central Oregon Highway
Prefix 9-1053

Item	Quantity	Unit	Unit Bit	Unit Cost	Total Cost	Gross Revenue
Asph. Concrete Mixture	20,185.14	Ton	4.80	4.697	94,810.06	96,888.67
Asphalt in A.C. Mix	1,204.98	Ton	37.00	32.976	39,735.93	44,584.26
RS-1 Asphalt	26.89	Ton	55.00	52.894	1,422.32	1,478.95
1/2"-1/4" Mat'l in S.P.	3,501.25	Cu.Yd.	3.50	3.314	11,603.13	12,254.38
1/4"-#10 Mat'l in S.P.	588.15	Cu.Yd.	3.50	3.166	1,861.83	2,058.53
1/4"-0 Mat'l in S.P.	2,384.86	Cu.Yd.	3.50	3.562	8,495.26	8,347.01
PA#1 Furn. 1/4"-#10 in S.P.	712.06	Cu.Yd.	3.25	3.161	2,250.51	2,314.20
Force Account - Flagging						1,236.89
					$160,179.04	$169,162.89

Gross Revenue	$ 169,162.89
Total Cost	160,179.04
Net Profit	$ 8,983.85

Net Profit equals 5.311% of Gross Revenue

ROCK PRODUCTION - Contract No. 5659

		Quantity	Unit	Cost	Unit Cost
Plant Rock	(Crushing)	20, 185. 14	Ton	24, 222. 17	1. 200
	(Haul)	20, 185. 14	Ton	35, 293. 95	1. 748
	(Mix)	20, 185. 14	Ton	15, 882. 28	0. 787
	(Lay)	20, 185. 14	Ton	19, 411. 67	0. 962
TOTAL		20, 185. 14	Ton	94, 810. 06	4, 697
1/2"-1/4" Oil Rock	(Crushing)	3, 501. 25	Cu. Yd.	10, 970. 66	3. 130
	(Stockpile)	3, 501. 25	Cu. Yd.	632. 47	0. 284
TOTAL		3, 501. 25	Cu. Yd.	11, 603. 13	3. 314
1/4"-#10 Oil Rock	(Crushing)	1, 300. 21	Cu. Yd.	3, 877. 87	2. 980
	(Stockpile)	1, 300. 21	Cu. Yd.	234. 47	0. 183
TOTAL		1, 300. 21	Cu. Yd.	4, 112. 34	3. 163
1/4"-0 Oil Rock	(Crushing)	2, 384. 86	Cu. Yd.	8, 064. 89	3. 380
	(Stockpile)	2, 384. 86	Cu. Yd.	430. 37	0. 182
TOTAL		2, 384. 86	Cu. Yd.	8, 495. 26	3. 562

DETAIL OF COST - Contract No. 5659

Labor:		
Labor (General and Supervision)	$ 17,051.33	
Tax, Insurance	1,927.17	
Health, Welfare, Pension	1,426.34	
Travel Pay	106.50	$ 20,511.34
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	6,730.18	
Equipment Rental, Hired - Operated	29,247.34	
Gas, Oil and grease	7,193.18	
Bond, P.L. and P.D. Insurance	2,054.23	
Move In, Set Up and Freight	7,570.12	
Small Tools and Misc. Supplies	1,590.38	
Home Office and General Overhead	1,456.55	55,841.98
Materials:		
Plant Rock	22,129.16	
60-70 Asphalt	37,928.46	
RS-2 Asphalt	854.68	
1/2"-1/4" Oil Rock	10,970.66	
1/4"-#10 Oil Rock	3,877.87	
1/4"-0 Oil Rock	8,064.89	83,825.72
TOTAL COST		$ 160,179.04

Contract No. 5659 - Remarks

This was a "State Project" calling for the paving (1-1/2" overlay) of units "A" and "B" of the Hampton-Sage Hen Hill Section of Central Oregon Highway in Deschutes County. The westerly end of Unit "A" began approximately 63 miles east of Bend and extended easterly 7 miles. Unit "B" began approximately 4.38 miles east of the junction of Central Oregon Highway and Lakeview-Burns Highway and extended 6.47 miles easterly.

Placing of asphaltic concrete paving commenced on Unit "A" May 25th at the easterly end and proceeded westerly from mile point 70.0. Material was mixed at mile point 27.15 and trucked to project. Paving was completed on Unit "A" June 11, 1960.

Drilling and shooting of quarry at mile point 108.4 for Unit "B" began May 25th with crushing begun June 30th and completed August 1st. Paving operations began August 9th and were completed August 18, 1960. Semi-final estimate was submitted to division office September 3, 1960.

Work progress was fair on crushing with several minor breakdowns, paving progress was good. The cost of rock was high because material for Unit "A" was crushed and mized at mile point 27.15 then trucked approximately 35 miles to the project.

Analysis by cost figures submitted by the contractor show a profit of 5.31% of the gross revenue, the result of good management.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
OCT 31 1960
FOR FILING
9-1853
5659

H

October 24, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

State Highway contract #5659 for paving the Hampton-Sage Hen Hill Section of the Central Oregon Highway in Deschutes-Lake-Harney Counties was completed by the contractor, Warren Northwest, Inc., on August 19, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $5,037.78 will be released to the contractor on or after November 3, 1960. The total contract amount is $169,162.89, of which amount $1,236.89 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

Form E-1—(Rev.)-

9-1053

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 3, 1960

Section Hampton-Sage Hen Hill

Highway Central Oregon County Deschutes, Lake & Harney

Contractor Warren Northwest, Inc.

Date of contract 4-21-60, 19

Date work started 5-18-60, 19

Project authorization $168,622.00

Exclusive of engineering $154,888.88

Kind of work Paving

Section prefix 9-1053

Contract number 5659

Specified work days 80

Work days used 65

Per cent of time elapsed 81.25 %

Estimated cost of completed project, exclusive of engineering $147,688.77

Estimated per cent underrun 4.65 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $13,733.12

Engineering cost to date $9,000.00, 65.53 %

Date project was completed August 19, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none		By State Forces	none		100	20,500 Pav. Aggr. 7,500 Maint. Rock

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Unit "A" - AC Matl. started May 25, completed June 11, 1960

Unit "B" - AC Matl. started Aug. 8, completed Aug. 18, 1960

Semi-final Estimate has been submitted to Division Office.

Final Report

CONSTRUCTION DIVISION
RECEIVED
SEP 6 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE SE ACE COE

NOTED

Signed R. H. Clark R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			13.47		13.47
Miles partially completed					
Miles completed			13.47		13.47
Total estimated quantities (contract)			7,000		1172 T. 20530 T.
Total quantities corrected to date			7,500		Same
Estimated quantities moved or placed to date			7,500		1150 T 20000 T
Average daily quantities					63 869
Average daily quantities necessary to complete project on time			Complete		Complete
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair-Warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
SEP 15 1960
FOR FILING

9-15 53

5659

September 15, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5659 for paving the Hampton-Sage Hen Hill Section of the Central Oregon Highway in Deschutes-Lake-Harney Counties.

This payment, in the amount of $79,565.06, will be released to contractor on or after September 26, 1960. The retained percentage is $5,037.78.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

RECEIVED
1960
FOR FILING
9-1053

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

5659 Section **Unit "A" Hampton-Sage Hen Hill** Highway **Central Oregon**

County **Deschutes** MP **63** to MP **70** Contractor **Warren Northwest**

Resident Engineer **R. Clark** Inspector

Date Completed **August, 1960** Date Reported **August 16, 1960**

Type and Thickness of Wearing Surface **1½" B** A. C. ___ Oil Mat ___ Seal.

N, S, [✓ E], W from MP or ~~Sta.~~ 63

Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Test Run On Base	Test Run On Seal
1	750	86	86			
2	1500	173	87			
3	2250	256	83			
4	3000	347	91			
5	3750	436	89			
6	4500	521	85			
7	5250	602	81			

Average Roughness Per Mile **86"**

N, S, E, [✓ W] from MP or ~~Sta.~~ 70

Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Test Run On Base	Test Run On Seal
1	750	86	86			
2	1500	183	97			
3	2250	273	90			
4	3000	358	85			
5	3750	445	87			
6	4500	531	86			
7	5250	629	98			

Average Roughness Per Mile **89.8"**

Remarks:

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer ✓
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
[redacted]
Maintenance Engineer

Mel Jacobsen
Operator

NOTED
FORREST COOPER

RECEIVED
MAY 11 1960
FOR FILING
9 10 53
5659

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

May 10, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5659, awarded April 21, 1960, for paving the Hampton-Sage Hen Hill Section of Central Oregon Highway in Deschutes-Lake-Harney Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
[illegible] 1960
FOR FILING
9-1253
5657

April 22, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland 13
Oregon

Gentlemen:

The State Highway Commission on April 21, 1960, awarded to you State Highway Contract #5659 for paving the Hampton-Sagehen Hill Section of the Central Oregon Highway in Deschutes-Lake-Harney Counties.

This award was based on your bid of $167,164.00 which was the low bid submitted to the Commission on April 19, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

12-8321 Mt. Vernon Rock Prod. Proj. 1960

#5660

RECEIVED
JUL 29 1960
FOR FILING

12-8321
5660

July 28, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5660 for the Mt. Vernon Rock Production Project on the Pendleton-John Day - Beech Creek - John Day Highways in Grant County was completed by the contractor, E. H. Itschner Co., on June 1, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $961.12 will be released to the contractor on or after August 8, 1960. The total contract amount is $32,037.25, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsiblity for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Great American Insurance Co.,
Bond Department
320 California St.,
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
JUN [illegible] 1960
FOR FILING

128321
5660

A

June 24, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co., on contract #5660 for the Mt. Vernon Rock Production Project on the Pendleton-John Day - Beech Creek - John Day Highways in Grant County.

This payment, in the amount of $569.63, will be released to contractor on or after July 5, 1960. The retained percentage is $961.12.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Great American Insurance Co.,
320 California St.,
San Francisco 4
California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
JUN 27 1960
FOR FILING

12 8321

5660

A

June 24, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R. H. Itschner Co., on contract #5660 for the Mt. Vernon Rock Production Project on the Pendleton-John Day - Beech Creek - John Day Highways in Grant County.

This payment, in the amount of $569.63, will be released to contractor on or after July 5, 1960. The retained percentage is $961.12.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California St.,
San Francisco 4
California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

12-8321

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 10, 1960

Section Mt. Vernon Rock Production Project

Highway Pend.-John Day, Beech Crk. & John Day, County Grant

Contractor E. H. Itschner Co.

Date of contract April 21, 1960

Date work started April 25, 1960

Project authorization $35,296.88

Exclusive of engineering $32,786.88

Kind of work Rock Production

Section prefix 12-8321

Contract number 5660

Specified work days 70

Work days used 21

Per cent of time elapsed 30 %

Estimated cost of completed project, exclusive of engineering $ 32,037.25

Estimated per cent ~~overrun or~~ underrun 4.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,510.00

Engineering cost to date $ 1,716.55, 68.4 %

Date project was completed June 1, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate for this project was sent to the La Grande Division Office on Thursday of this week.

This will be the final report for this section unless further checking is needed.

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUN 13 1960
NOTED-- CE ACE ACE COE

Signed

Address Resident Engineer-Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			12,550 C.Y.		
Total quantities corrected to date			12,835.18 C.Y.		
Estimated quantities moved or placed to date			12,835.18 C.Y.		
Average daily quantities			611 C.Y.		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			0		
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Pt. fair		
Friday	Pt. fair		
Saturday			

FORM 2-120

A

RECEIVED
JUN - 3 1960
FOR FILING

12 8321

5660

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

E. H. Itschner Co.,
Molalla
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5660, awarded April 21, 1960, for the Mt. Vernon Rock Production Project on the Pendleton-John Day - Beech Creek - John Day Highways in Grant County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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Encl.

RECEIVED
APR 25 1960
FOR FILING

12-1321

5660

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April 22, 1960

E. H. Itschner Co.,
Molalla
Oregon

Gentlemen:

The State Highway Commission on April 21, 1960, awarded to you State Highway Contract #5660 for the Mt. Vernon Rock Production Project on the Pendleton-John Day and John Day Highways in Grant County.

This award was based on your bid of $31,375.00 which was the low bid submitted to the Commission on April 19, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. SAuvage (SIAC)

13-1040 Lowen-Crane Sec. of Burns- 1960
Crane Hwy. (Paving)
#5661

RECEIVED
MAR 17 1961
FOR FILING

W. C. Williams

March 10, 1961

Lawen-Crane Section
Contract No. 5661
13-1040
5661

FINAL COST ANALYSIS
Paving
Contractor: J.C. Compton
Resident Engineer: L.C. Johnson

c Burns-Crane Highway
Harney County

NOTE
W. C. WILLIAMS

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asphaltic Concrete Mix	7,545.27	Ton	6.25	5.72	43,190.80	47,157.94
Asphalt in Mix	633.78	Ton	40.00	38.04	24,108.18	25,351.20
RS-2 Asphalt	0.99	Ton	60.00	77.84	77.06	59.40
3/4"-0 in Shoulders	1,507	Cu. Yd.	3.40	4.50	6,776.10	5,123.80
Sprinkling	38.90	M-Gal.	3.00	5.50	213.91	116.70
Liquidated Damages	25	Day	90.00			-2,250.00
Force Account (Flagging)					1,118.96	643.40
					$75,485.01	$76,202.44

	Gross Revenue	Total Cost	Profit	% Profit
J.C. Compton	62,933.29	62,215.86	717.43	0.114
C.C. Meisel (Sub)	13,269.15	13,269.15		
	$76,202.44	$75,485.01	$717.43	0.094

Net Profit equals 0.094% of Gross Revenue

DETAIL OF COSTS - Contract No. 56[illegible]1

Labor:		
Labor (All)	$ 15,138.07	
Tax and Insurance	1,266.30	
Welfare and Pension	907.38	
Travel Pay	678.25	$ 17,990.00
Material:		
A.C. Plant Mix Rock	1,585.25	
Asphalt in Mix	21,041.50	
RS-2 Asphalt	53.40	22,680.15
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	8,616.30	
Equipment Rental, Hired without Operator	1,428.36	
Equipment Rental, Hired with Operator	1,373.48	
Gas, Oil and Grease	4,267.20	
P.U.C. and License	2,225.92	
Bond and P.L. & P.D. Insurance	289.54	
Freight	25.00	
Move In and Set Up	1,247.07	
Small Tools and Miscellaneous Supplies	534.98	
Home Office and General Overhead	1,537.86	21,545.71
Subcontractor:		
C.C. Meisel	13,269.15	13,269.15
	TOTAL COST	$ 75,485.01

Remarks - Contract No. 5661

This was a "State Project" for the construction of 3.60 miles of stone shoulders and laying of 3.60 miles of asphaltic concrete pavement.

The beginning of the project was approximately 19 miles easterly of Burns and extended to a point approximately 6.3 miles westerly of Crane on the Burns-Crane Highway in Harney County.

The contract was awarded April 21, 1960. The subcontractor moved in and began drilling the quarry July 20th with actual crushing operations beginning on August 16th and being completed September 30th.

Paving operations began October 11, 1960 and were completed October 25, 1960. The semi final estimate was submitted to Division Office on November 10, 1960.

The paving operation was carried on entirely during penalty time which materially affected the profit of this job. The subcontractor failed to have sufficient material crushed and the balance was hauled approximately 55 miles in order to complete the paving.

These factors substantially contributed to the small profit of 0.094% on the gross revenue.

M.N. Juve
Chief Cost Analyst

By

A. Bollinger

RECEIVED
JAN 30 1961
FOR FILING

12-1640

5661

T

January 20, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5661 for paving the Lawen-Crane Section of the Burns-Crane Highway in Harney County was completed by the contractor, J. C. Compton Co., on October 25, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $2,266.77 will be released to the contractor on or after January 30, 1961. The total contract amount is $76,202.44, of which amount $643.40 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

RECEIVED
C 9 - 1960
FOR FILING
13-1040
5661

December 9, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co., on contract #5661 for paving the Lawen-Crane Section of the Burns-Crane Highway in Harney County.

This payment, in the amount of $57,158.05, will be released to contractor on or after December 19, 1960. The retained percentage is $2,266.77.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
P. O. Box 117
McMinnville, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville, Oregon

Form E-1--(Rev.)--

13 1040

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OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 11, 1960

Section Lawen-Crane

Kind of work Paving

Highway Burns-Crane County Harney

Section prefix 13-1040

Contractor J.C. Compton Co.

Contract number 5661

Date of contract April 21, 1960

Specified work days 90

Date work started July 19, 1960

Work days used 115

Project authorization $ 87,651.56

Exclusive of engineering $ 81,418.56

Per cent of time elapsed 128 %

Estimated cost of completed project, exclusive of engineering $ XX,81,418.56

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 6,233.00

Engineering cost to date $ 6,233.00, 100 %

Date project was completed October 25, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate submitted to Division Office on Wednesday, this week.

[illegible] DIVISION
[illegible]
NOV 1 1960
NOTED--

NOTED

NOTED
C. E. PAULSEN

Signed L.C. Johnson

Address 252 S. Date Ave., Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					3.60
Miles partially completed					
Miles completed					3.60
Total estimated quantities (contract)					1500 cy 8530 ton
Total quantities corrected to date					1507 cy 7545 ton
Estimated quantities moved or placed to date					1507 cy 7545 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cloudy		
Tuesday			holiday
Wednesday	part. cloudy		
Thursday	overcast		
Friday			holiday
Saturday			

RECEIVED
OCT 31 1960

FOR FILING
13-1145
5661

October 28, 1960

Mr. C. G. Swanson
County and City Relations Engineer
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 25, 1960, on Contract No. 5661, Lawen-Crane Section, in Harney County.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

FORM 2-123

RECEIVED
JUN - 7 1960
FOR FILING

13.1040

5661

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 6, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5661, awarded April 21, 1960, for paving the Lawen-Crane Section of the Burns-Crane Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

A

RECEIVED
APR 27 1960
FOR FILING
13-1040

5661

April 22, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

The State Highway Commission on April 21, 1960, awarded to you State Highway Contract #5661 for paving the Lawen-Crane Section of the Burns-Crane Highway in Harney County.

This award was based on your bid of $77,812.50 which was the low bid submitted to the Commission on April 19, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAG)

I-5-1(20)33 Seven Oaks-Table Rock 1960
Rd. Structures
#5662

RECEIVED
JUN 7 1962
FOR FILING

5662

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 6, 1962

Hamilton and Thoma, Inc.
P. O. Box 726
Eugene, Oregon

Re: Seven Oaks-Table Rock
Section - Contract No. 5662

Gentlemen:

In our letter of March 9, 1962, you were advised that a refund of $106.22 was due the State of Oregon as a result of discrepancies in your billings for Extra Work Orders One and Two, Contract 5662.

Our records indicate that this amount is still outstanding. We would appreciate your check in the amount of $106.22 in order to clear this account prior to the end of the fiscal year.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Auditor

NOTED
R. L. PORTER

cc: R. L. Porter ✓
F. B. Morgan
L. H. Young
I. B. Merchant
J. G. Marr

DFW:ar

RECEIVED
JUN 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5662

March 9, 1962

Hamilton and Thoms, Inc.
P. O. Box 726
Eugene, Oregon

Re: Seven Oaks-Table Rock Section
Contract No. 5662

Gentlemen:

An audit, by the Bureau of Public Roads, of the Force Account Bills for work done in conjunction with contract No. 5662 has disclosed the following discrepancies.

Extra Work Order No. 1

The following employees were listed on the force account bill but were not included on the certified payrolls.

R. Facer, PI-1, 5-18-60 through 5-25-60 5½ hours at 3.91	$21.51	
P. Lusk, TD-15, 5-18-60 through 5-25-60 8 hours at 3.40	27.20	
		$48.71
Taxes and Insurance 11.413%	$ 5.56	
Health and Welfare 10¢ hour	1.35	
Pension 10¢ hour	1.35	
		$ 8.26
Contractors allowance 15%		3.55
Refund due the State		$ 5.52

Extra Work Order No. 2

The force account bill lists G. Bennings salary at $3.66 per hour. The certified payroll lists his salary at $3.56 per hour.

Per Force Account bill	11 hours at $3.66	$40.26	
Per certified payroll	11 hours at $3.56	39.16	
			$ 1.10

Taxes and Insurance 11.413%	$ .13
Contractors allowance 15%	.17
Refund due the State	$ 1.40

The Force Account Bill includes the salary of R. Facer. This employee does not appear on the certified payroll.

R. Facer, TD-14, 5-23-60 through 5-25-60	7.5 hours at 3.91	$29.32
Taxes and Insurance	11.413%	3.35
Health and Welfare	7½ hours at 10¢	.75
Pension	7½ hours at 10¢	.75
Contractors allowance	15%	5.13
Refund due the State		$39.30

A total refund of $106.22 is due the State of Oregon for over payment on Extra Work Order One and Two. We would appreciate your check in this amount.

Very truly yours,

FORREST COOPER
State Highway Engineer

By:
C. H. Maison
Auditor

DFW:jc

cc: R. L. Porter
F. D. Morgan
L. H. Young
J. G. Herr

RECEIVED
MAR 8 1962

FOR FILING

5662

Salem, Oregon
March 7, 1962

Seven Oaks-Table Rock Road Sec.
Contract No. 5662

Mr. C. H. Maisen
Auditor

OFFICE

I attach hereto copy of a letter from the Bureau of Public Roads with citations in which they claim error in compensating the contractor on Extra Work Order No. 1 and Extra Work Order No. 2 on the subject-named job.

Although the amount of the citation is nominal, it would appear that we should make an effort to recover this amount from the contractor if the information quoted by the Bureau is correct.

Would you please pursue this to a conclusion?

L. H. Young
Office Engineer

LHY:mmb
Att.
cc: Mr. R. L. Porter
Mr. F. D. Morgan

RECEIVED
MAR 1962

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 5, 1962

3-6-62 CGPolk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Oregon Project I-5-1(20)33
Seven Oaks - Table Rock Road Sec.
Voucher #8 - Final

The subject voucher has been approved for payment in the net amount of $22,828.00. Deduction has been made in accordance with the attached Schedules of Exceptions.

Total amount of deductions	$106.22
Federal-aid pro-rata	92.34%
Net Deduction (In even dollars)	$ 98.00

In the event that you disagree with the deductions made, it will be necessary to present reclaims of the disallowed items of costs on a separate PR-20 or PR-21 voucher identified as a reclaim voucher within nine months of the date the original voucher is processed for payment, and should be accompanied by a formal statement in rebuttal to the disallowances.

Young - with [illegible]
MAR 7 1962

RECEIVED
MAR 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1961
FOR FILING

[illegible] transaction number	F[illegible]R-2A (5-[illegible]-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]tate **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Jackson**
Progress report number I-5-1(20) 9	10-20-61	Project number I-5-1(20)33

5662

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 20**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project $ **385,670**

Revised Federal funds $ **355,019**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **20** day of **October**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [illegible]

~~Deputy~~ **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Seven Oaks-Table Rock Road Section, Project No. I-5-1(20)33.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Contract 5662

5-20-60

RECEIVED 1960 FOR FILING

Monthly Transaction No. 5-92	R-2 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Jackson**
Project Report No. I-5-1(20)33	FEDERAL-AID PROJECT AGREEMENT	Project No. **I-5-1(20)33**

5662

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
US 99, Seven Oaks to Table Rock Rd. (Strs.)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**4-1-60**	**0.0**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **384,146**	Federal funds $ **353,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By ______
______
(title)

By ______
______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXX~~ By **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **May 20, 1960**

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Seven Oaks-Table Rock Road Section (Structures), Project No. I-5-1(20)33.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:jb

May 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Seven Oaks-Table Rock Road Section (Structures), Project No. I-5-1(20)33.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:ia

Oregon State Highway Department

Federal Aid
Project No. I-5-1(20)33

SEVEN OAK-TABLE ROCK ROAD SECTION

(STRUCTURES) OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 9, 1960

Type Code X721
Seven Oaks U'xing (Br. #8539)(Sta. 448+88.42)(Contract No. 5662)

Structural Excavation	420	cu.yd.	$5.00	$ 2,100.00
Furnish Steel Piling	2,312	lin.ft.	3.70	8,554.40
Drive Steel Piles	104	only	35.00	3,640.00
Splice Steel Piles	15	only	20.00	300.00
Class "A" Concrete (1,200 cu. yds.)	All	Required (40%)		76,000.00
Metal Reinforcement (305,000 lbs.)	All	Required (40%)		40,000.00
Metal Parapet Rail	908	lin.ft.	4.00	3,632.00
8 Inch Metal Drain Pipe	180	lin.ft.	3.00	540.00
Concrete Slab Riprap	320	sq.yd.	6.00	1,920.00
				$136,686.40

Type Code X721
Upton Road U'xing (Br. #8540-A)(Sta. 533+00.95)(Contract No. 5662)

Structural Excavation	170	cu.yd.	$5.00	$ 850.00
Furnish Steel Piling	1,250	lin.ft.	3.70	4,625.00
Drive Steel Piles	50	only	35.00	1,750.00
Splice Steel Piles	8	only	20.00	160.00
Class "A" Concrete (515 cu. yds.)	All	Required (15%)		28,500.00
Metal Reinforcement (143,000 lbs.)	All	Required (15%)		15,000.00
Metal Parapet Rail	494	lin.ft.	4.00	1,976.00
8 Inch Metal Drain Pipe	155	lin.ft.	3.00	465.00
Concrete Slab Riprap	225	sq.yd.	6.00	1,350.00
				$ 54,676.00

Type Code X021
Bear Creek Bridge (Br. #8540-B)(Sta. "U" 20+53 to "U" 23+45)
(Contract No. 5662)

Structural Excavation	350	cu.yd.	$5.00	$ 1,750.00
Furnish Steel Piling	280	lin.ft.	3.70	1,036.00
Drive Steel Piles	8	only	35.00	280.00
Splice Steel Piles	2	only	20.00	40.00

Class "A" Concrete (625 cu. yds.)	All Required (20%)		$38,000.00
Metal Reinforcement (174,000 lbs.)	All Required (20%)		20,000.00
Metal Parapet Rail	582 lin.ft.	$4.00	2,328.00
8 Inch Metal Drain Pipe	60 lin.ft.	3.00	180.00
			$63,614.00

Type Code X721
Central Point U'xing (Br. #8542)(Sta. 591+08.30)(Contract No. 5662)

Structural Excavation	400 cu.yd.	$5.00	$ 2,000.00
Furnish Steel Piling	2,613 lin.ft.	3.70	9,668.10
Drive Steel Piles	96 only	35.00	3,360.00
Splice Steel Piles	15 only	20.00	300.00
Class "A" Concrete (900 cu. yds.)	All Required (25%)		47,500.00
Metal Reinforcement (222,000 lbs.)	All Required (25%)		25,000.00
Metal Parapet Rail	720 lin.ft.	4.00	2,880.00
8 Inch Metal Drain Pipe	300 lin.ft.	3.00	900.00
Concrete Slab Riprap	440 sq.yd.	6.00	2,640.00
			$ 94,248.10
	Subtotal		349,224.50
	10% Engr. & Cont.		34,921.50
	Total		$384,146.00

Length of 4 Structures 0.000 miles

Federal Funds -	$353,000.00
State Funds -	31,146.00
	$384,146.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(20)33

SEVEN OAKS-TABLE ROCK ROAD SECTION (STRUCTURES)
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 29, 1960

TYPE CODE X721
Seven Oaks U'xing (Br. #8539)(Sta. 448+88.42)

Structural Excavation	420 cu. yds.	$ 7.00	$ 2,940.00
Furnish Steel Piling	2,312 lin. ft.	5.00	11,560.00
Drive Steel Piles	104 only	50.00	5,200.00
Splice Steel Piles	15 only	40.00	600.00
Class "A" Concrete (1,200 cu. yds. at $65.00)	All Required		78,000.00
Metal Reinforcement (305,000 lbs. at $0.125)	All Required		38,125.00
Metal Parapet Rail	908 lin. ft.	7.00	6,356.00
8-inch Metal Drain Pipe	180 lin. ft.	4.00	720.00
Concrete Slab Riprap	320 sq. yds.	9.00	2,880.00
			$146,381.00

TYPE CODE X721
Upton Road U'xing (Br. #8540-A)(Sta. 533+00.95)

Structural Excavation	170 cu. yds.	$ 7.00	1,190.00
Furnish Steel Piling	1,250 lin. ft.	5.00	6,250.00
Drive Steel Piles	50 only	50.00	2,500.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (515 cu. yds. at $65.00)	All Required		33,475.00
Metal Reinforcement (143,000 lbs. at $0.125)	All Required		17,875.00
Metal Parapet Rail	494 lin. ft.	7.00	3,458.00
8-inch Metal Drain Pipe	155 lin. ft.	4.00	620.00
Concrete Slab Riprap	225 sq. yds.	9.00	2,025.00
			$ 67,713.00

TYPE CODE X021
Bear Creek Bridge (Br. #8540-B)(Sta. "U" 20+53 to "U" 23+45)

Structural Excavation	350 cu. yds.	$ 7.00	$ 2,450.00
Furnish Steel Piling	280 lin. ft.	5.00	1,400.00
Drive Steel Piles	8 only	50.00	400.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (625 cu. yds. at $65.00)	All Required		40,625.00
Metal Reinforcement (174,000 lbs. at $0.125)	All Required		21,750.00
Metal Parapet Rail	582 lin. ft.	7.00	4,074.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 71,019.00

TYPE CODE X721
Central Point U'xing (Br. #8542)(Sta. 591+08.30)

Structural Excavation	400 cu. yds.	$ 7.00	$ 2,800.00
Furnish Steel Piling	2,613 lin. ft.	5.00	13,065.00
Drive Steel Piles	96 only	50.00	4,800.00
Splice Steel Piles	15 only	40.00	600.00
Class "A" Concrete (900 cu. yds. at $65.00)	All Required		58,500.00
Metal Reinforcement (222,000 lbs. at $0.125)	All Required		27,750.00
Metal Parapet Rail	720 lin. ft.	7.00	5,040.00
8-inch Metal Drain Pipe	300 lin. ft.	4.00	1,200.00
Concrete Slab Riprap	440 sq. yds.	9.00	3,960.00
			$117,715.00

Subtotal	$402,828.00
10% Engr. & Cont.	40,282.00
Total	$443,110.00

Length of 4 Structures . . . . . . 0.000 Mile

Federal Funds.	$407,000.00
State Funds.	36,110.00
	$443,110.00

RECEIVED
MAR 7 1961

FOR FILING

I-5-1(20) 33

5662

T

March 7, 1961

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract #5662 for construction of 4 structures on the Seven Oaks-Table Rock Road Section of Pacific Highway in Jackson County was completed by the contractor, Hamilton & Thoms, Inc., on December 8, 1960, and was formally accepted by the Highway Commission on January 27, 1961.

Final payment in the amount of $18,663.70 will be released to the contractor on or after March 17, 1961. The total contract amount is $370,077.72, of which amount $2,166.55 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

cc: Hamilton & Thoms, Inc.,
Box 726
Eugene
Oregon

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
DEC 19 1960
FOR FILING

I-5-1(20)33
5662

December 16, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: Seven Oaks Table Rock
Road Section Structures
Contract #5662
FAP No. I-5-1(20)33

Dear Sir:

Hamilton & Thoma, Inc., completed work on the Seven Oaks Table Rock Road Section Structures on the Pacific Highway in Jackson County on December 8, 1960.

There was no State Force work involved on the project.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

RECEIVED
JUN -7 1960
FOR FILING
5-1(20)53
5662

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

June 7, 1960

Hamilton & Thoms, Inc.,
Box 726
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5662, awarded April 21, 1960, for 4 structures on the Seven Oaks-Table Rock Road Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 25 1960

FOR FILING
I 5-1 (20) 33

5662

April 22, 1960

Hamilton & Thoms
P. O. Box 726
Eugene
Oregon

Gentlemen:

The State Highway Commission on April 21, 1960, awarded to you State Highway Contract #5662 for the Seven Oaks-Table Rock Road Structures in Jackson County.

This award was based on your bid of $349,224.50 which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dd

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Marchant

RECEIVED
[illegible]

FOR FILING

I 5-1(20)33

5662 When replying, refer to:
08-35.4-0

A

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5662 for Oregon Project I-5-1(20)33, Seven Oaks-Table Rock Road Section (Structures), Pacific Highway, to Hamilton & Thoms of Eugene, Oregon, low bidder in the amount of $349,224.50 at the April 19, 1960 bid opening.

Porter

Very truly yours,

C. G. Polk
Division Engineer

R

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APR 12 1960
FOR FILING

I-5-1(20)33

5662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1960

SUBJECT: Seven Oaks-Table Rock Road
Pacific Highway

To: MEMO TO THE FILES

A decision has been made to provide 17-foot clearance under the four structures to be built on this section scheduled for letting April 19.

Discussion was had with Mr. Ricketts in which it was agreed that the bridges would provide this clearance as constructed on the job and the fore slopes running underneath the bridges would be adjusted on this bridge job. This will involve modifying of the 2:1 slopes to accommodate the 2-foot raise.

The paving job to be let subsequently on this section of highway should provide for the revision of the grade line to accommodate the 17-foot clearance and the earthwork necessary. The plans for the paving job should reflect this condition and the quantities of earthwork involved.

The four structures referred to are:

Seven Oaks Interchange Structure
Upton Road over the Freeway
Upton Road over Bear Creek
Central Point Interchange Structure

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
Frank Hall
Ivan Merchant
F. D. Morgan
R. L. Porter

RECEIVED
APR 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
[illegible]

FOR FILING
I-5-1(20)33

5662 When replying, refer to
08-35.6

408 State Highway Building
Salem, Oregon

April 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-1(20)33, Structures, Seven Oaks-Table Rock Road Section, Pacific Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED

I 5-1(20)33

5662

When replying, refer to:
08-35.3

408 State Highway Building
Salem, Oregon

March 30, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The thirty-sixth program of projects involving participation in 1956 Act Federal-aid Interstate funds, submitted with Mr. Porter's March 15, 1960 letter, contained five Stage 2 projects, Items 161 to 165 inclusive. Item 161, Project I-5-1(20)33, was given program approval by our Regional office effective March 29, 1960. All other items were deferred with the following comments:

> "Items 162 through 165 were deferred since it appears from a review of Commissioner Armstrong's August 6 and September 30, 1959 memoranda that only the rest area clean up, planting grass and appropriate shrubs are eligible for Federal-aid participation without submission of justifying information to the Washington office for review and approval. Unless the work is approved by the Washington office, sanitary and other facilities should be provided by the State without Federal-aid participation.

The approved Stage 2 project, Item 161, covers the construction phase only on 0.2 miles of roadway and bridges at a total estimated cost of $450,000. Available 1956 Act Federal-aid Interstate funds have been reserved for this project in the amount of $410,000. The unprogrammed balance of these funds, according to our records of this date, is $27,030,083.

Item 161, representing the approved portion of the program, is listed as follows:

Item No.	Project No.	Location	Proposed Work
161	I-5-1(20)33	Seven Oaks-Table Rock Road	Structures

This action is with the understanding that all work will be in full conformance with the provisions of PPM 20-4.

Porter
Edwards

NOTED

Very truly yours,

C. G. Polk
Division Engineer

15-1075 Ashland-Niel Cr. Rd. Sec. 1960
of Green Springs Hwy.
#5663 (Paving)

RECEIVED
NOV 29 1960
FOR FILING

14-1516

5663

November 29, 1960

Maryland Casualty Co.,
Hansen & Rowland, Inc.,
611 Henry Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5663 for paving the Ashland-Neil Creek Road Section of the Green Springs Highway in Jackson County was completed by the contractor, M. C. Lininger & Sons, on September 1, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $970.45 will be released to the contractor on or after December 9, 1960. The total contract amount is $50,177.27, of which amount $368.95 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Baltimore 3
Maryland

cc: M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

RECEIVED
FOR FILING
15-1075

H

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division
OVERLAY

5663

Section **Ashland-Neil Creek** Highway **Green Springs**

County **Jackson** MP______ to MP______ Contractor **McLininger & Sons**

Resident Engineer **J. McCormick** Inspector______

Date Completed ______ Date Reported **October 18, 1960**

Type and Thickness of Wearing Surface _____ A. C.____ Oil Mat__________ Seal.

N, S, [✓ E], W from MP or Sta. ______ **Ashland**

Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal
1	750	122	122			
2	1500	233	111			
3	2250	344	111			
4	3000	456	112			
5	3750					
6	4500					

Average Roughness Per Mile **114"**

N, S, E, [✓ W] from MP or Sta. ______ **Neil Cr. Rd.**

Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal
1	750	108	108			
2	1500	218	110			
3	2250	340	122			
4	3000	463	123			
5	3750					
6	4500					

Average Roughness Per Mile **118"**

Remarks: ______

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED

Form E-1—(Rev.)—

15-1075

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Ashland - Neil Creek

For Week Ending 2 Sept 60, 19

Highway Greensprings County Jackson

Kind of work paving

Contractor M C Lininger & Sons

Section prefix 15-1075

Contract number 5663

Date of contract 21 Apr 60, 19

Specified work days 70

Date work started 5 July 60, 19

Work days used 79

Project authorization $ 58,615.31

Exclusive of engineering $ 54,447.11

Per cent of time elapsed 113 %

Estimated cost of completed project, exclusive of engineering $ 51,500.00

Estimated per cent overrun or underrun underrun 5.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 4168.00

Engineering cost to date $ 3200, 77 %

Date project was completed 1 Sept 60, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Completed paving operations Monday am.

Completed hauling shoulder material Tuesday and completed rolling and shaping shoulders Thursday am.

Project completed.

FINAL REPORT.

NOTED

Note.
M. N. Juve

EWB

Signed res engr

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.53			4.53
Miles partially completed		4.53			4.53
Miles completed		4.53			4.53
Total estimated quantities (contract)		1270			6050 ton
Total quantities corrected to date		1860			5675
Estimated quantities moved or placed to date		1860			5675
Average daily quantities		300			140
Average daily quantities necessary to complete project on time		9 days in excess of time limit			
Number shifts per day		1			1
Hours per shift		8			9
Average force on project for week		8			16

Men	11
Supervision	4
Men and trucks under 3 tons	
Men and trucks over 3 tons	14
Men and tractors	

Equipment used during week: Shovels ...., Power graders 1........, Rollers ...., Mixers ...., Crushing or screening plants ....
Compressors ...., Bulldozers ...., Compaction rollers 4; Barber-Green paver 1; paving plant 1; water wagon 1; power broom 1; front end load 2 ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	rain		
Friday	fair		
Saturday			

FORM E-198

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JUN - 7 1960
FOR FILING

15-1075

5663

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 6, 1960

M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5663, awarded April 21, 1960, for paving the Ashland-Neil Creek Road Section of the Green Springs Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
[illegible] 1960
FOR FILING
15-10.75

5663

A

April 22, 1960

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5663 for paving on the Ashland-Niel Creek Road Section of the Green Springs Highway in Jackson County.

This award was based on your bid of $51,602.50 which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

316-1707 Metolius (5th St.) and 1960
Culver (5th Ave.) Sec.
#5664 (stone base & oiling)

Sp. State Tax Street Fund # 127

RECEIVED

FOR FILING

316-1707

Metolius, 5th - Culver, 5th
Contract No. 5664 5664

W. C. Williams

NOTED
W. C. WILLIAMS

December 30, 1960

City Streets
Jefferson County

FINAL COST ANALYSIS

Stone Base and Oiling
Contractor: F.E. Wilburn
Resident Engineer: R. H. Clark

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr.Mat'l in Base	3,000.00	Cu.Yd.	3.20	3.04	9,115.81	9,600.00
3/4"-0 Cr.Mat'l in Base	1,461.00	Cu.Yd.	3.20	2.71	3,959.15	4,675.20
Sprinkling	410.65	M-Gal.	3.00	2.25	925.47	1,231.95
Preparation of Base	0.56	Mile	200.00	373.38	209.09	112.00
*3/4"-0 in Binder	95.00	Cu.Yd.	4.75	4.75	451.25	451.25
*Furnish & Place Aggregate	410.00	Cu.Yd.	5.50	5.50	2,255.00	2,255.00
*RC-3 Asphalt	11.63	Ton	60.00	60.00	697.80	697.80
*RS-1 Asphalt	7.85	Ton	60.00	60.00	471.00	471.00
*PA#1 200-300 Asphalt	25.68	Ton	48.00	60.00	1,540.80	1,232.64
					$ 19,625.37	$ 20,726.84

	Cost	Revenue	Profit	% Profit
F.E. Wilburn	14,209.52	15,310.99	1,101.47	7.194 ~~5.314~~
*J.C. Compton	5,415.85	5,415.85	- -	- -
Total	$19,625.37	$20,726.84	$1,101.47	$5.314

CRUSHING BREAKDOWN - Contract No. 5664

----	Quantity	Unit	Cost	Unit Cost
Coarse Mat'l in Base (Purchased)	3,000	Cu. Yd.	5,550.00	1.85
Haul and Place	3,000	Cu. Yd.	3,565.81	1.19
Total - Furnish, Haul & Place	3,000	Cu. Yd.	9,115.81	3.04
3/4"-0 Mat'l in Base (Purchased)	1,461	Cu. Yd.	2,702.85	1.85
Haul and Place	1,461	Cu. Yd.	1,256.30	.86
Total - Furnish, Haul & Place	1,461	Cu. Yd.	3,959.15	2.71
3/4"-0 Mat'l in Binder (Purchased in Place)	95	Cu. Yd.	451.25	4.75
Oiling Aggregates (Purchased in Place)	410	Cu. Yd.	2,255.00	5.50

DETAIL OF COST - Contract No. 5664

Labor:		
Labor and Supervision	$ 2,667.85	
Tax	125.74	
Health, Welfare and Pension	118.76	
Travel Pay	56.17	$ 2,968.52
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	1,650.88	
Equipment Rental, Hired	272.61	
Gas, Oil and Grease	547.28	
PUC and Licence	52.67	
Bond, P.L. and P.D. Insurance	159.18	
Move In and Freight	75.67	
Small Tools and Misc. Supplies	187.78	
Home Office and General Overhead	42.08	2,988.15
Materials:		
Coarse Cr. Base Rock	5,550.00	
3/4" Cr. Base Rock	2,702.85	8,252.85
Subcontractor:		
J.C. Compton Co.	5,415.85	5,415.85
TOTAL COST		$ 19,625.37

Remarks - Contract No. 5664

This was a "State Project" and consisted of two sections of stone base and oiling, one section being in Metolius, 5th Street from Jefferson to Butte Avenues, the other section in Culver, being 5th Avenue, beginning at "C" Street and ending on "H" Street. Both in Jefferson County.

The contract was awarded April 21, 1960. Hauling and laying of base material started August 5th and was completed August 12th.

August 18th a price agreement for change of material from 150-200 asphalt to 200-300 asphalt was authorized. Oil mat was placed Friday, August 19th, followed by the seal coat August 23, 1960. Final payment was made October 21, 1960.

J.C. Compton Company was hired to perform work of items 5, 6, 7, 8, and 9. All rock was purchased and hauled from Cinder Hill Company, Prineville.

The indicated profit on this project was 5.31% of gross revenue, computed from figures released by the contractor.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
OCT [illegible] 1960
FOR FILING
[illegible]
5664

October 21, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5664 for stone base-oiling 5th St. in Metolius and 5th Ave. in Culver, Jefferson County, was completed by the contractor, F. E. Wilburn, on August 22, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $621.81 will be released to the contractor on or after October 31, 1960. The total contract amount is $20,726.84, and no force account work was performed on the project.

A claim was filed against this contract, which has since been settled in full, of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
OCT 1960
FOR FILING
316-1909
5-664

October 6, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received a letter dated October 3 from Cinder Hill Co., Prineville, informing us that they have made a settlement with F. E. Wilburn and release their claim against him, in the amount of $13,578.70 for materials and labor.

This is in connection with State Highway Contract No. 5664 with F. E. Wilburn for stone base and oiling 5th Street in Metolius and 5th Avenue in Culver, Jefferson County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Asst. Secretary

CC:
Robert Cross Insurance
1530 Willamette
Eugene, Oregon

F. E. Wilburn
924 "E" St.
Springfield, Oregon

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
OCT 10 1960

FOR FILING
316-1707
5664

October 6, 1960

Cinder Hill Co.
Dry Creek Road
Prineville, Oregon

Attention: Mr. Leroy E. Grote

Gentlemen:

Thank you for your letter of October 3 informing us that you have made a settlement with F. E. Wilburn for monies due on State Highway Contract No. 5664 and that you release your claim against him.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

CWH:fp

NOTED ON CARD
dc

REDMOND PRINEVILLE MADRAS

Roy Grote

CINDER HILL CO.

LEROY E. GROTE

GRADED CRUSHED CINDERS • CRUSHED QUARRY ROCK • ROAD MATERIALS

HEADQUARTERS
FOSTER QUARRY
DRY CREEK ROAD
PRINEVILLE, OREGON

PHONE HI 7-5156

REDMOND YARD - LI 8-3118
REDMOND, OREGON

October 3, 1960

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon

Att: Mr. Cecil Head, Asst. Secretary Re: SC #5664

Gentlemen:

This will serve as notice that we have made a settlement with F. E. Wilburn for monies due on the above contract, and hereby release our claim against Mr. Wilburn.

Very truly yours,

Leroy E. Grote

LEG:C

Leroy E. Grote

NOTED
C. W. HEAD

RECEIVED
OCT 6 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP [illegible] 1960
FOR FILING
[illegible]

5664

September 27, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received notification, dated September 26, 1960, from the Secretary of State informing us that the claim of Leroy E. Grote, dba Cinder Hill Co., Prineville, in the amount of $13,878.70 against F. E. Wilburn, Springfield, on our Contract No. 5664, has been filed in his office, his File No. 3723.

A description of this claim was outlined in our letter to you of September 23.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

SECRETARY

CWH:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

September 26, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from you and filed as of today, a notice of claim by Leroy E. Grote, dba Cinder Hill Co., for materials and labor furnished to F. E. Wilburn for stone base and oiling on the city streets of Metolius (5th St.) and Culver (5th Ave.), Jefferson, County, Oregon. State Highway Contract No. 5664.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed photo copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By
Public Records Section

GS:FK
Enc.

RECEIVED
SEP 27 1960
OREGON
STATE HIGHWAY COMMISSION

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 23, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $13,878.70 received from Leroy E. Grote, dba Cinder Hill Co., for materials and labor furnished to F. E. Wilburn. Our records indicate this to be in connection with State Highway Contract No. 5664 for stone base and oiling on the city streets of Metolius (5th St.) and Culver (5th Ave.), Jefferson County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

RECEIVED
SEP 26 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

File # 3723

FILED
SEP 26 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

PRINEVILLE
MADRAS

CINDER HILL CO.
LEROY E. GROTE
GRADED CRUSHED CINDERS • CRUSHED QUARRY ROCK • ROAD MATERIALS

HEADQUARTERS
FOSTER QUARRY
DRY CREEK ROAD
PRINEVILLE, OREGON

PHONE HI 7-5156

REDMOND YARD - LI 8-3118
REDMOND, OREGON

September 22, 1960

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon

Att: Mr. Cecil Head, Asst. Secretary

Re: Oregon State Highway Contract SC # 5664

County: Jefferson
Highway: City Streets
Section: Metolius (5th Street) - Culver (5th Avenue)
Kind of Work: Stone Base & Oiling

Gentlemen:

Notice hereby is given that the undersigned, Leroy E. Grote dba Cinder Hill Co., Prineville, Oregon, has a claim in the amount of $ 13,878.70 (Thirteen Thousand Eight Hundred Seventy-Eight Dollars and 70 cents) against the bond taken from F. E. Wilburn, 924 "E" Street, Springfield, Oregon, whose surety is United Pacific Ins. Co., Agent, Robert Cross Insurance, PO Box 152, Eugene, Oregon, for the following material and labor performed by Leroy E. Grote, dba Cinder Hill Co., on SC#5664 as follows:

Item		Quantity	Unit Price	Amount
1	Coarse Crushed Material in Base (Per CY)	3000 CY	$1.85 per CY	$ 5,550.00
2	3/4 - 0 Material in Base (Per CY)	1461 CY	$1.85 " "	2,702.85
5	3/4 - 0 Material in Binder (Per CY)	95 CY	$4.75 " "	451.25
6	Aggregates at Plant Site	410 CY	$5.50 " "	2,255.00
7	RC 3 Asphalt (Per Ton)	11.63 Ton	$60.00 " Ton	697.80
8	200 - 300 Asphalt (Per Ton)	25.68 "	$60.00 " "	1,540.80
9	RS 1 Asphalt (Per Ton)	7.85 "	$60.00 " "	471.00
	17-1/2 Hrs. Truck Rental		$12.00 2 Hr.	210.00
Total				$13,878.70

File # 3723

FILED
SEP 26 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 26 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

Leroy E. Grote

Leroy E. Grote
dba Cinder Hill Co.

LEG:C

RECEIVED
SEP 26 1960

FOR FILING
216-1757

5664

September 23, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A letter, dated September 22, with claim attached has been received from Leroy E. Grote, dba Cinder Hill Co., Prineville, stating that F. E. Wilburn owes them for materials and labor in the amount of $13,878.70. This appears to be in connection with State Highway Contract No. 5664 for stone base and oiling on city streets in Metolius (6th St.) and Culver (5th Ave.), Jefferson County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim for your files.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Robert Crane Insurance
P. O. Box 152
Eugene, Oregon

F. E. Wilburn
924 "E" St.
Springfield, Oregon

NOTED ON CARD
Lc

CWH:fp

Commissioners
W. C. Williams
Forrest Cooper

REDMOND PRINEVILLE MADRAS

CINDER HILL CO.
LEROY E. GROTE
GRADED CRUSHED CINDERS • CRUSHED QUARRY ROCK • ROAD MATERIALS

HEADQUARTERS
FOSTER QUARRY
DRY CREEK ROAD
PRINEVILLE, OREGON

PHONE HI 7-5156

REDMOND YARD - LI 8-3118
REDMOND, OREGON

September 22, 1960

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon

Att: Mr. Cecil Head, Asst. Secretary

Re: Oregon State Highway Contract SC # 5664

County: Jefferson
Highway: City Streets
Section: Metolius (5th Street) - Culver (5th Avenue)
Kind of Work: Stone Base & Oiling

Gentlemen:

Notice hereby is given that the undersigned, Leroy E. Grote dba Cinder Hill Co., Prineville, Oregon, has a claim in the amount of $ 13,878.70 (Thirteen Thousand Eight Hundred Seventy-Eight Dollars and 70 cents) against the bond taken from F. E. Wilburn, 924 "E" Street, Springfield, Oregon, whose surety is United Pacific Ins. Co., Agent, Robert Cross Insurance, PO Box 152, Eugene, Oregon, for the following material and labor performed by Leroy E. Grote, dba Cinder Hill Co., on SC#5664 as follows:

Item		Quantity	Unit Price	Amount
1	Coarse Crushed Material in Base (Per CY)	3000 CY	$1.85 per CY	$ 5,550.00
2	3/4 - 0 Material in Base (Per CY)	1461 CY	$1.85 " "	2,702.85
5	3/4 - 0 Material in Binder (Per CY)	95 CY	$4.75 " "	451.25
6	Aggregates at Plant Site	410 CY	$5.50 " "	2,255.00
7	RC 3 Asphalt (Per Ton)	11.63 Ton	$60.00 " Ton	697.80
8	200 - 300 Asphalt (Per Ton)	25.68 "	$60.00 " "	1,540.80
9	RS 1 Asphalt (Per Ton)	7.85 "	$60.00 " "	471.00
	17-1/2 Hrs. Truck Rental		$12.00 2 Hr.	210.00
	Total			$13,878.70

Very truly yours,

Leroy E. Grote

Leroy E. Grote
dba Cinder Hill Co.

LEG:C

J. C. COMPTON CO.
CONTRACTORS
McMINNVILLE, ORE.

Cinder Hill Co.
Prineville, Oregon

Oiling Metolius - Culver Section:

State Contract #5664

95 CY 3/4 - 0 in Binder Course	@ $4.75 per CY	$ 451.25
410 CY Oil Aggregates	@ $5.50 " "	2,255.00
11.63 T RC 3 Asphalt	@ $60.00 " Ton	697.80
25.68 T 200 - 300 Asphalt	@ $60.00 " "	1,540.80
7.85 T RS 1 Asphalt	@ $60.00 " "	471.00
Total Due J. C. Compton Co.		$ 5,415.85

Due Cinder Hill Co. for Rock Used by J. C. Compton Co.

95 CY 3/4 - 0 in Binder Course	@ $1.95 per CY	$ 185.25
410 CY Oil Aggregates	@ $2.25 per CY	922.50
Due Cinder Hill Co.		$ 1,107.75

Net Amount Due J. C. Compton Co.		$ 4,308.10

RECEIVED
SEP 26 1960
FOR FILING
316-1707

5664

September 23, 1960

Cinder Hill Co.
Dry Creek Road
Prineville, Oregon

Attention: Mr. Leroy E. Grote

Gentlemen:

This is to acknowledge receipt of your letter of September 22 and attached claim in the amount of $13,878.70 for materials and labor furnished to F. E. Wilburn. Our records indicate this to be State Highway Contract No. 5664 for stone base and oiling on city streets in Metolius (5th St.) and Culver (5th Ave.), Jefferson County.

So that there will be no misinterpretation of the law, your claim is being forwarded to the Secretary of State for filing.

This information is being noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

REDMOND PRINEVILLE MADRAS

CINDER HILL CO.

LEROY E. GROTE

GRADED CRUSHED CINDERS • CRUSHED QUARRY ROCK • ROAD MATERIALS

HEADQUARTERS
FOSTER QUARRY
DRY CREEK ROAD
PRINEVILLE, OREGON

PHONE HI 7-5156

REDMOND YARD - LI 8-3113
REDMOND, OREGON

September 22, 1960

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon

Att: Mr. Cecil Head, Asst. Secretary

Gentlemen:

We are enclosing our file for claim against F. E. Wilburn on SC #5664, together with a statement of monies owed by us against this claim to J. C. Compton Co., McMinnville, who did the oiling under this contract.

We are filing this for the reason that we have not been able to get a settlement from Mr. Wilburn to protect ourselves and the money owed by us to J. C. Compton Co. We regret this necessity, but there seems no alternative.

Very truly yours,

Leroy E. Grote

Leroy E. Grote

LEG:C
ENC

Floyd—
Mr. Grote presented this claim in person, 9-22-60 (4:25 p.m.)
Cec

NOTED
FLOYD QUERY

RECEIVED
SEP 22 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 15 1960
FOR FILING
816-1767

5664

September 15, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. E. Wilburn on contract #5664 for stone base-oiling on 5th Street in Metolius and 5th Avenue in Culver, Jefferson County.

This payment, in the amount of $20,105.03, will be released to contractor on or after September 26, 1960. The retained percentage is $621.81.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Form E-1—(Rev.)—

316 - 1707

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 27 Aug., 19 60

Section Metolius (5th St.) & Culver (5th Ave.)

Highway City Streets County Jefferson

Contractor F. E. Wilburn

Date of contract 21 April, 19 60

Date work started 10 August, 19 60

Project authorization $ 23,310.56

Exclusive of engineering $ 21,652.92

Kind of work Stone Base & Oiling

Section prefix 316-1707

Contract number 5664

Specified work days 80

Work days used 59

Per cent of time elapsed 73.75 %

Estimated cost of completed project, exclusive of engineering $ 20,826.84

~~Estimated~~ per cent ~~[illegible]~~ underrun 3.82 %

Per cent of contract completed, based on estimated cost 93 %

Engineering authorization $ 1,657.64

Engineering cost to date $ 850.00, 51.28 %

Date project was completed 22 Aug., 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none		none		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The final seal was placed on Monday.

The semi-final estimate will be submitted as soon as the Wage Certificiation forms are received from the Contractor.

Final report

NOTED
[illegible]

DIVISION
RECEIVED
1960
E W B
ACE COE

Signed R. H. Clark R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.56		0.56	
Miles partially completed					
Miles completed		0.56		0.56	
Total estimated quantities (contract)		4,860 c. y.		431 c. y. 43 T.	
Total quantities corrected to date		4,461 c. y.		505 45	
Estimated quantities moved or placed to date		4,461 c. y.		505 45	
Average daily quantities		650		252 22 (2 days)	
Average daily quantities necessary to complete project on time		Complete		Complete	
Number shifts per day				1 (1 day)	
Hours per shift				8	
Average force on project for week				19	
Men				17	
Supervision				2	
Men and trucks under 3 tons				1	
Men and trucks over 3 tons				6	
Men and tractors					

Equipment used during week: Shovels ...., Power graders ..1....., Rollers ..1...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ..2.......,Power Broom 1; Rock Spreader 1; Distrubuter 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & Warm		
Monday	Cloudy-Cool		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

FORM E-123

RECEIVED
MAY 27 1960
FOR FILING

56-1

79

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1960

Mr. F. E. Wilburn
924 "F" Street
Springfield
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5664, awarded April 21, 1960, for stone base-oiling 5th Street in Metolius and 5th Avenue in Culver, Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
[illegible] 1960
FOR FILING
316 1707

April 22, 1960

F. E. Wilburn
924 "E" Street
Springfield, Oregon

Dear Sir:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5664 for stone base and oiling on the Metolius (5th St.) and Culver (5th Ave.) Sections of city streets in Jefferson County.

This award was based on your bid of $20,620.50 which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
APR 21 1960
FOR FILING
316-1707

5664

April 21, 1960

Kenneth Sohn, City Recorder
City Hall
Metolius, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Metolius a fully executed copy of an agreement between the State Highway Commission and the City of Metolius covering the Special City Allotment project on Fifth Street in Metolius.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 22 1960
FOR FILING

Salem, Oregon
April 21, 1960 Sp. State Tax St. Funds #127

$250,000 Fund Agreement
City of Metolius

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Metolius covering the Special City Allotment project on Fifth Street in Metolius.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Metolius, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1960

SUBJECT: $250,000 Fund Agreement
City of Metolius

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Fifth Street in Metolius. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The Highway Commission approved the project on 12/16/59.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59 Min Page 16
Floyd Query
Secretary

RECEIVED
APR 19 1960
FOR FILING
316-1707

5664

April 18, 1960

Charles S. Moon, City Recorder
City Hall
Culver, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Culver a fully executed copy of an agreement between the State Highway Commission and the City of Culver covering the Special City Allotment project on Fifth Avenue in Culver.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 19 1960
FOR FILING

Salem, Oregon
April 18, 1960

Sp. State Hwy St. Funds #116

$250,000 Fund Agreement
City of Culver

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. H. C. Ayers
Field Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Culver covering the Special City Allotment project on Fifth Avenue in Culver.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1960

SUBJECT: $250,000 Fund Agreement
City of Culver

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Fifth Avenue in Culver. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved by the Highway Commission on 12/16/59.

H. C. Ayers
H. C. Ayers
Field Engr., County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

[illegible]
DATE 12-16-59 Min. Page 16
Floyd Query
Secretary

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 28, 1960

NOTED
C. G. SWENSON

Mr. Charles S. Moon
City Recorder
City Hall
Culver, Oregon

Dear Mr. Moon:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project on 5th Avenue. Enclosed are two copies of an agreement covering this project.

You will note on sheet 2 of the agreement that the estimated cost of the project, based on the survey, is $21,000. We do expect a bid in excess of this amount but would like to be able to award a contract 10% greater than this figure. The City should therefore plan on being able to furnish about $2,000 if needed.

It would be appreciated if you would have the City Council pass a resolution similar to the enclosed sample authorizing the Mayor and yourself to sign the agreement. Please include two copies of this resolution with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will you and the Mayor please sign both copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return both signed copies to this office prior to April 8, 1960. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm
Encl.

Metolius (5th St) and Culver (5th Ave) Sections

Stone Base and Oiling

Agreement Est 3-28-60

Estimate

328 [illegible]

No.	Item	Quantity	Price		Amount	
1	Coarse Crushed Material in Base	4020 cu Yds	4.30	11,438	17,286.00	[illegible]
2	3/4"-0 Material in Base	840 cu Yds	4.80	2424	4,032.00	1608
3	Sprinkling	120 M-Gals	4.00	320	480.00	160
4	Preparation of Base	0.56 Miles	1000.00	340	560.00	220
5	3/4"-0 Material in Binder Course	56 cu Yds	6.00	204	336.00	132
6	Furnishing and Placing Aggregates	375 Cu Yds	7.00	1575	2,625.00	1050
7	RC-3 Asphalt	9 Tons	80.00	480	720.00	240
8	120-150 Asphalt	26 Tons	65.00	1040	1690.00	650
9	RS-1 Asphalt	8 Tons	80.00	320	640.00	320
			Total	18,141	28,369.00	10,[illegible]
	Extra Add Items, Flagging			50	100.00	[illegible]
			Total	18,191	28,469.00	[illegible]
			12½% Engd Cost	2,273.38	3,558.63	[illegible]
			Total		32,027.63	
				20,464.88		11,562.75

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
C. G. SWENSON
Cox.

Salem, Oregon
March 11, 1960

Mr. Tom Edwards
OFFICE

Special City Allotment Project (1960)
Fifth Avenue: Grade & Oil
Culver

NOTED
Harold C. Ayers

The field data on the subject project has been checked and found to conform to the project as requested by the city and approved by the Highway Commission on 12/16/59.

H. C. Ayers
Field Engineer, County & City Relations

HCA:nm

cc: Frank Hall
V. G. O'Neil

RECEIVED
FEB 11 1960
FOR FILING
316-1707
5864

2-8-60

LOCATION PROSPECTUS
JEFFERSON AVENUE TO BUTTE AVENUE
FIFTH STREET, METOLIUS
JEFFERSON COUNTY

The following prospectus is submitted concerning the above-mentioned section of Fifth Street in Metolius. The overall length of the project is 0.22 mile.

This will be a location survey to prepare plans, specifications, and estimates for surfacing and oiling on existing alignment.

The typical section will consist of a 22-foot traveled way with 4-foot shoulders. The approved base design by G. L. Decker is:

Wearing Surface	1¼"	0-11 Oil Mat
Top Course, Base	2 "	3/4"-0 Crushed
Bottom Course, Base	8 "	Coarse Crushed
Total Depth	11¼"	

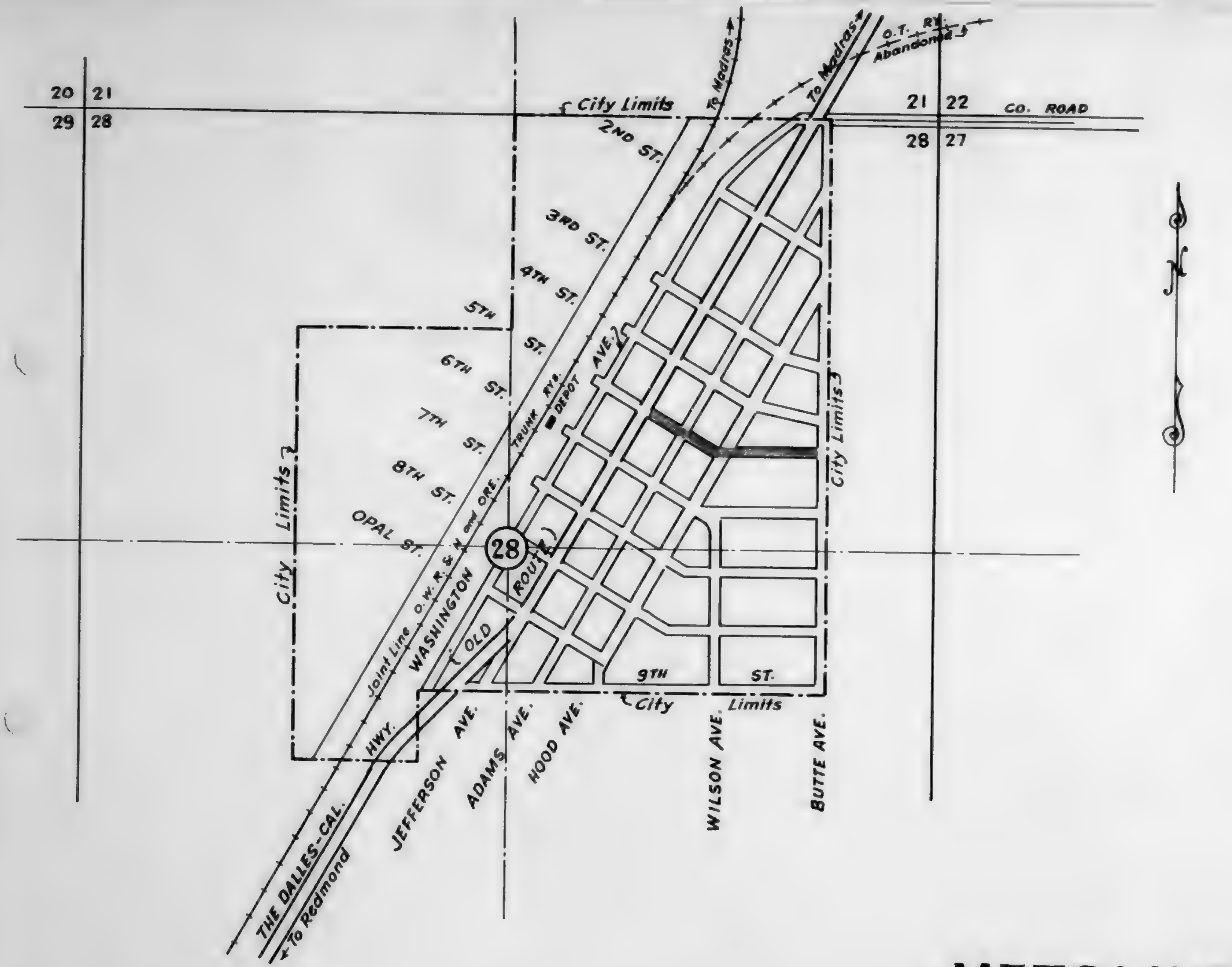
Final agreements with the city will be necessary.

February 8, 1960

Attach.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
Dean Swift (2)
A. A. Fossen
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER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CO. ROAD
City Limits
To Madras
To Madras
O.T. RY.
Abandoned
2ND ST.
3RD ST.
4TH ST.
5TH ST.
6TH ST.
7TH ST.
8TH ST.
OPAL ST.
TRUNK RYS.
DEPOT
DEPOT AVE.
Joint Line O.W.R.&N. and ORE.
WASHINGTON
28
ROUTE
OLD
HWY.
City Limits
City Limits
City Limits
9TH ST.
THE DALLES-CAL.
To Redmond
JEFFERSON AVE.
ADAMS AVE.
HOOD AVE.
WILSON AVE.
BUTTE AVE.
N

METOLIUS

T. 11 S., R. 13 E. W. M.

Jefferson County

Scale 1in. = 800 ft.

RECEIVED
FEB 15 1960
FOR FILING
316-1707
[illegible]

2-8-60

LOCATION PROSPECTUS
"H" STREET TO "C" STREET
FIFTH AVENUE, CULVER
JEFFERSON COUNTY

The following prospectus is submitted concerning the above-mentioned section of Fifth Avenue in Culver. The overall length of the project is 0.34 mile.

This will be a location survey to prepare plans for surfacing and oiling the existing roadway.

The typical section will consist of a 22-foot traveled way with 4-foot shoulders. The approved base design by G. L. Decker is:

Wearing Surface	1¼"	0-11 Oil Mat
Top Course, Base	2 "	3/4"-0 Crushed
Bottom Course, Base	10 "	Coarse Crushed
Total Depth	13¼"	

Final agreements with the city will be necessary.

February 8, 1960

Attach.

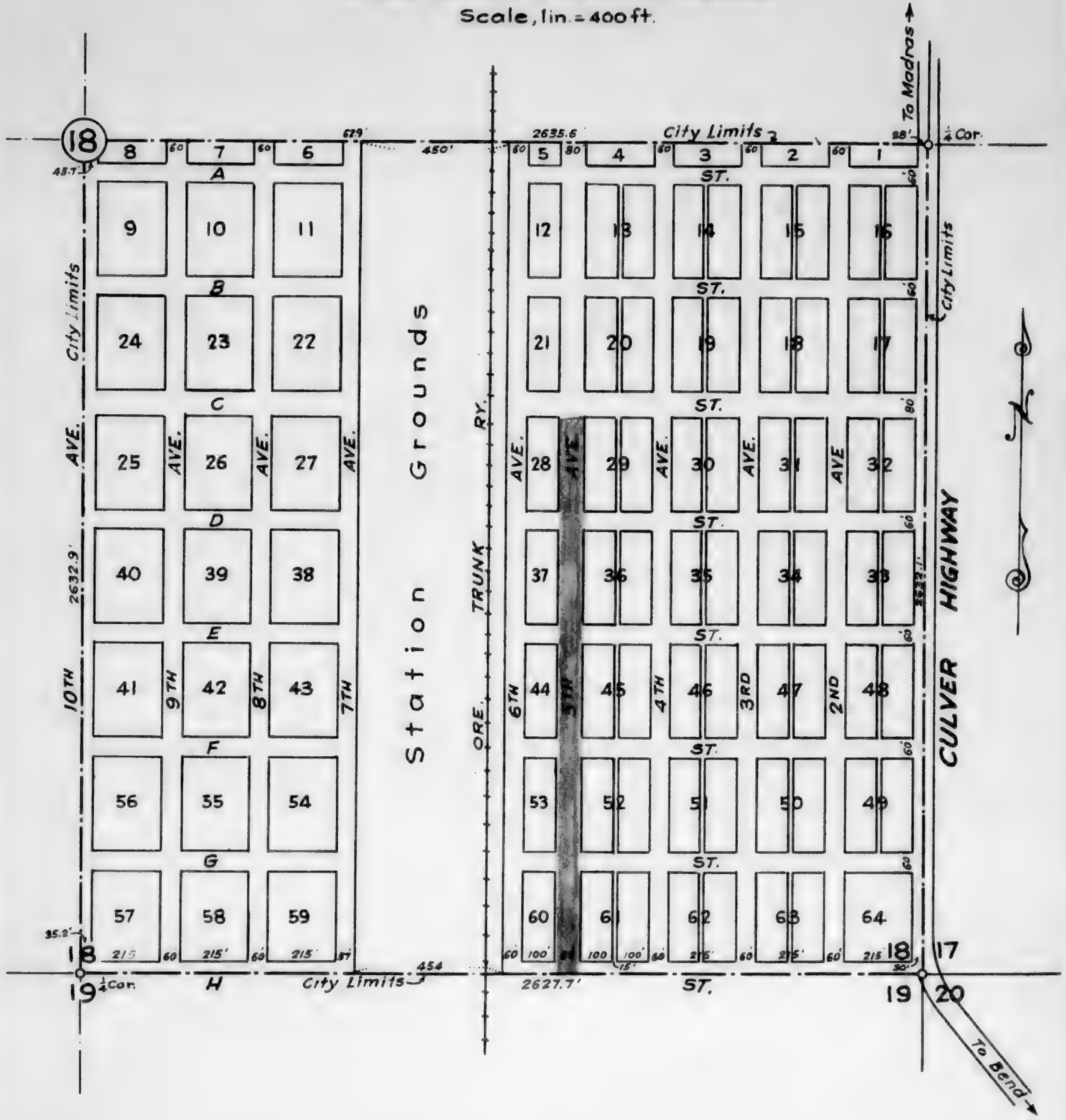
cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
Dean Swift (2)
A. A. Fossen
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

CULVER

S.E.$\frac{1}{4}$ Sec. 18 T. 12 S., R. 13 E.W.M.

Scale, 1in. = 400 ft.


To Madras
City Limits
2635.6
450'
629'
28'
¼ Cor.
48.7'
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C
D
E
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G
H
ST.
10TH AVE.
9TH AVE.
8TH AVE.
7TH AVE.
6TH AVE.
5TH AVE.
4TH AVE.
3RD AVE.
2ND AVE.
City Limits
2632.9'
2632.1'
Station Grounds
ORE. TRUNK RY.
CULVER HIGHWAY
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35.2'
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215'
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454
2627.7'
30'
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19 ¼ Cor.
City Limits
To Bend
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June, 1946
Rev. 12-2-49

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

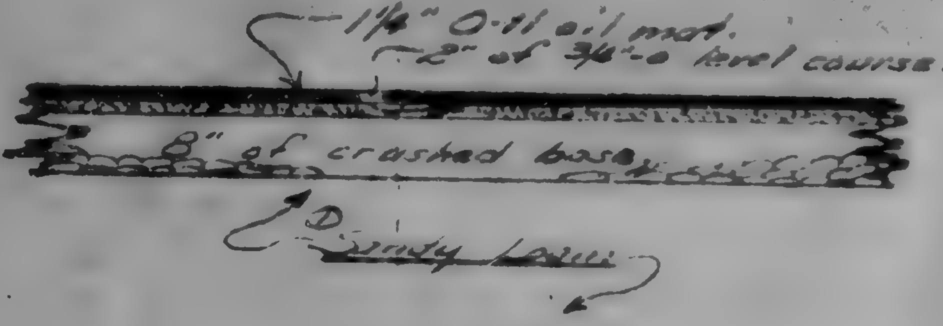
Section: Fifth Street (From Jefferson Ave. – Butte Ave.) Highway: Metolius City Street County: Jefferson Prefix: ______

Res. Engr. ______ Length of Project: Approx. 0.28 Miles. Sta. ______ to Sta. ______ Date 12-30-59

Frost Penetration – 25"-30" TYPICAL SECTIONS Traffic Classif. – Light

① Typical Soil

25 LL
2 PI
19 % Rock
50 % Sand
18 % Silt
14 % Clay
28 R Value



12-30-59

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base: Exist. Surf. Allow.	Designed Wear: New Work	
			1 1/4	O.11
			2	level
			8	Cr. Base
1/2			11 1/4	

Note:
The surfacing thickness is considered to be ample for frost due to good drainage. This section will connect with the Butte Ave. section, built in 1957. Same surfacing thickness as above. Butte Ave. was inspected on 12-28-59 and is in excellent condition.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by ______
Soils Assistant

Recommended by ______
Construction Engineer

Recommended by ______
Engineer of Materials

Approved by ______
Deputy State Highway Engineer

10-21-59

75 gone 60 Culver

Investigated use & condition of 5th Ave is gravel in poor to fair condition & is carrying heavy potatoe haul to whses located at end of "C" St— New large school plants are also served, Believe we can recommend—

HCG

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section 5th Ave [illegible] St. – [illegible] City limits Highway City of [illegible] County [illegible] Prefix

Res. Engr. ____ Length of Project ____ Miles. Sta. ____ to Sta. ____ Date 12-[illegible]-54

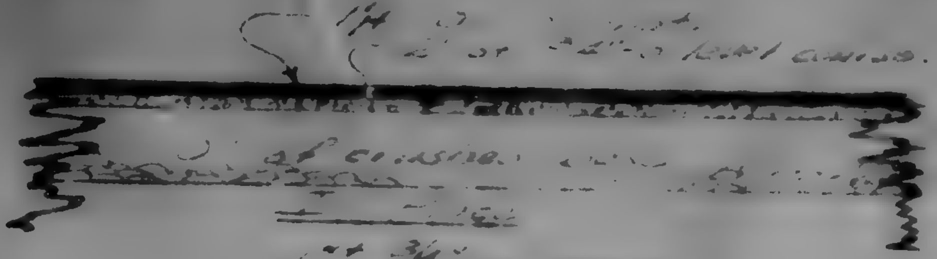
Frost Penetration 25"

TYPICAL SECTIONS [illegible] – Medium

Soil survey and recommendation of surfacing thickness compiled at the request of H. C. Ayers, County [illegible].

Required		Designed	
Base & Wear		Base	Wear
Crushed	Not Crushed	First Surf. [illegible]	New Work

Typical Soil
31 LL
1 PI
5 % Rock or Gravel
32 % Sand
[illegible] % Silt
14 % Clay
33 "R" Value


1½" [illegible]
[illegible] or [illegible] level course.
[illegible] of crushed [illegible]
[illegible]
1" + ¾" or gravel
[illegible]

Note:
Surfacing thickness design [illegible] the depth of reported frost penetration.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
[illegible] Engineer Division

Submitted by [illegible]
Staff Assistant

Recommended by
Engineer of Materials

Recommended by E. M. Edwards
Construction Engineer

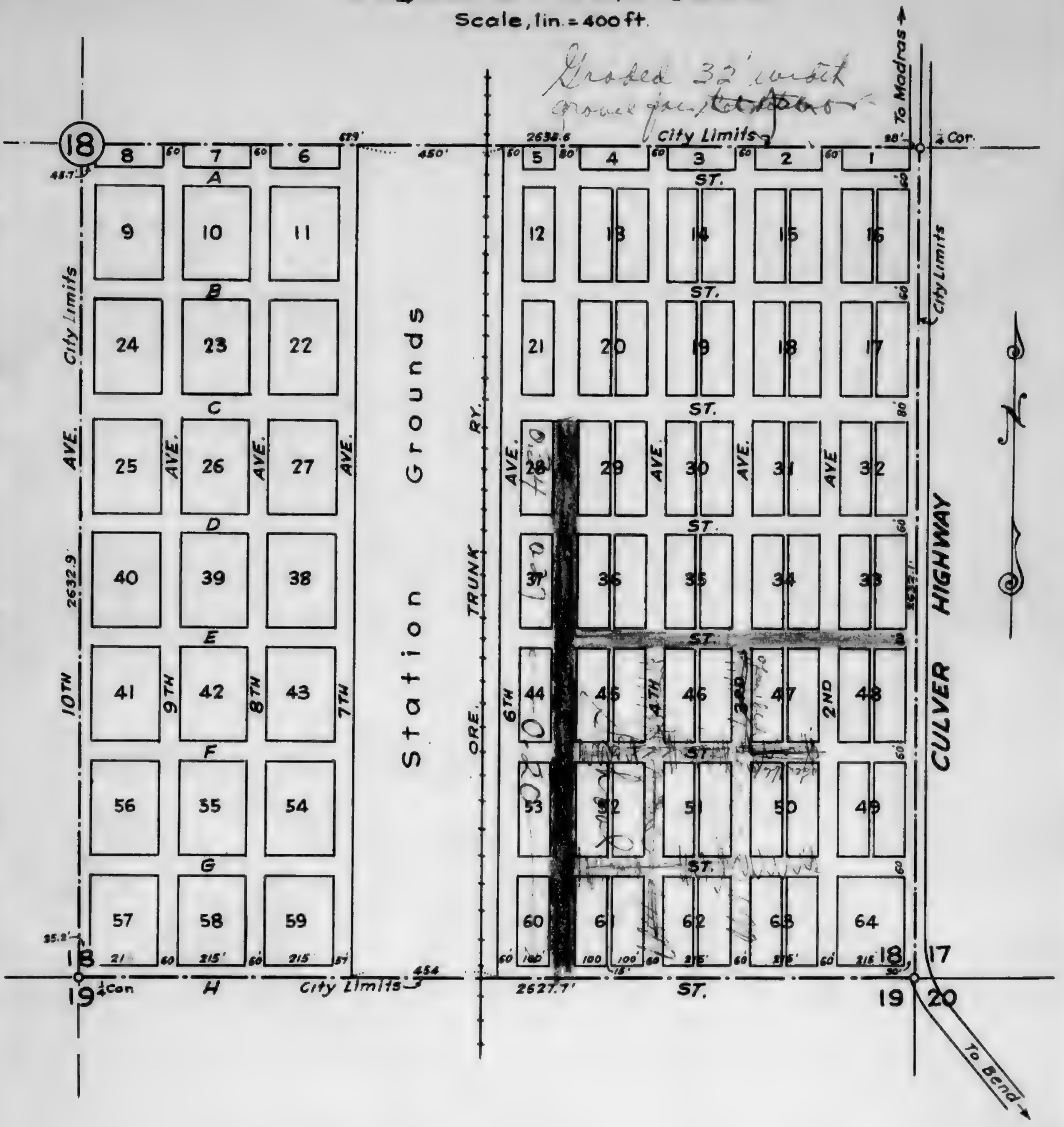
Approved by [illegible]
Deputy State Highway Engineer

R. L. Tate Sr.

CULVER

S.E.¼ Sec. 18 T. 12 S., R. 13 E.W.M.

Scale, 1in. = 400 ft.


Graded 32' width
To Madras
City Limits
2638.6
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D ST.
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G ST.
H ST.
10TH AVE.
9TH AVE.
8TH AVE.
7TH AVE.
6TH AVE.
4TH AVE.
3RD AVE.
2ND AVE.
Station Grounds
ORE. TRUNK RY.
CULVER HIGHWAY
City Limits
2632.9
2632.1
2627.7'
450'
454
To Bend
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June, 1946
Rev. 12-2-49

5-10-59

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Metolius is an incorporated city of the State of Oregon, and has a population of 300, as given by the latest official census, and

WHEREAS, the following streets of said city, Butte Ave

Form cc-50 (1953 Rev.)
Special City Allotment

from 5th to 9th and 5th Ave
from Jefferson to Butte Ave

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Butte Ave from 5th Ave to 9th
and 5th from Jefferson to
Butte Ave.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Metaline does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Roy W. Hewitt as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10th day of Feb, 1959

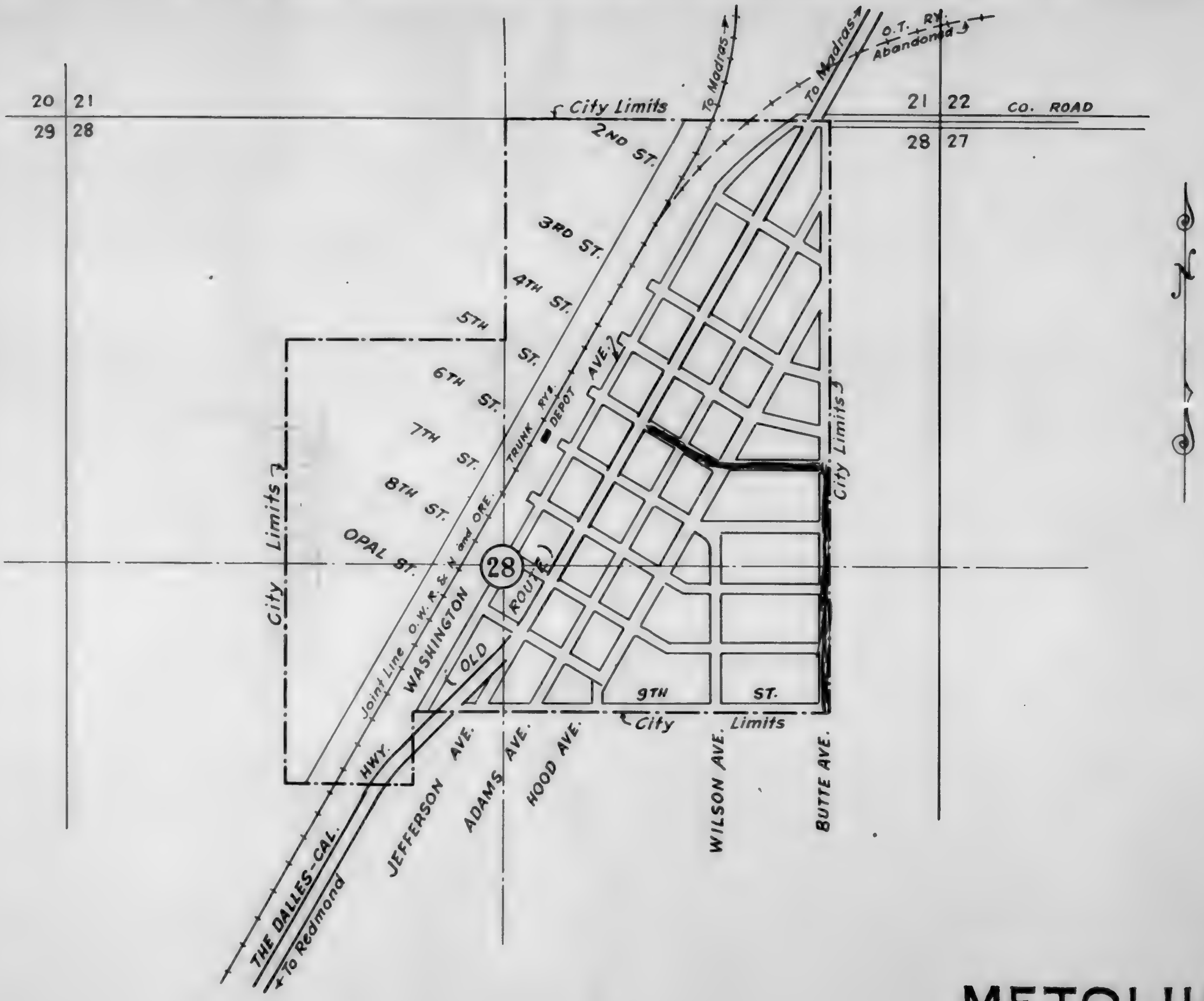
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Metaline at a regular or special meeting of said Council, held on the 10th day of Feb, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10th day of Feb, 1959

Kenneth Sohn
City Recorder


20 21
29 28
21 22
28 27
CO. ROAD
O.T. RY. Abandoned
To Madras
To Madras
City Limits
2ND ST.
3RD ST.
4TH ST.
5TH ST.
6TH ST.
7TH ST.
8TH ST.
OPAL ST.
9TH ST.
DEPOT
TRUNK RYS.
AVE.
Joint Line O.W.R.&N. and ORE.
WASHINGTON
28
(OLD ROUTE)
HWY.
THE DALLES-CAL.
To Redmond
JEFFERSON AVE.
ADAMS AVE.
HOOD AVE.
WILSON AVE.
BUTTE AVE.
City Limits
City Limits
City Limits

METOLIUS

T. 11 S., R. 13 E. W. M.

Jefferson County

Scale 1 in. = 800 ft.

RECEIVED
DEC 1 1958
COUNTY

12-2-58

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Culver is an incorporated city of the State of Oregon, and has a population of 350, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

5th Street C to H

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

5th Street C to H

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Culver does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate R. L. Tate Jr as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2 day of December, 1958.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Culver at a regular or special meeting of said Council, held on the 2 day of December, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

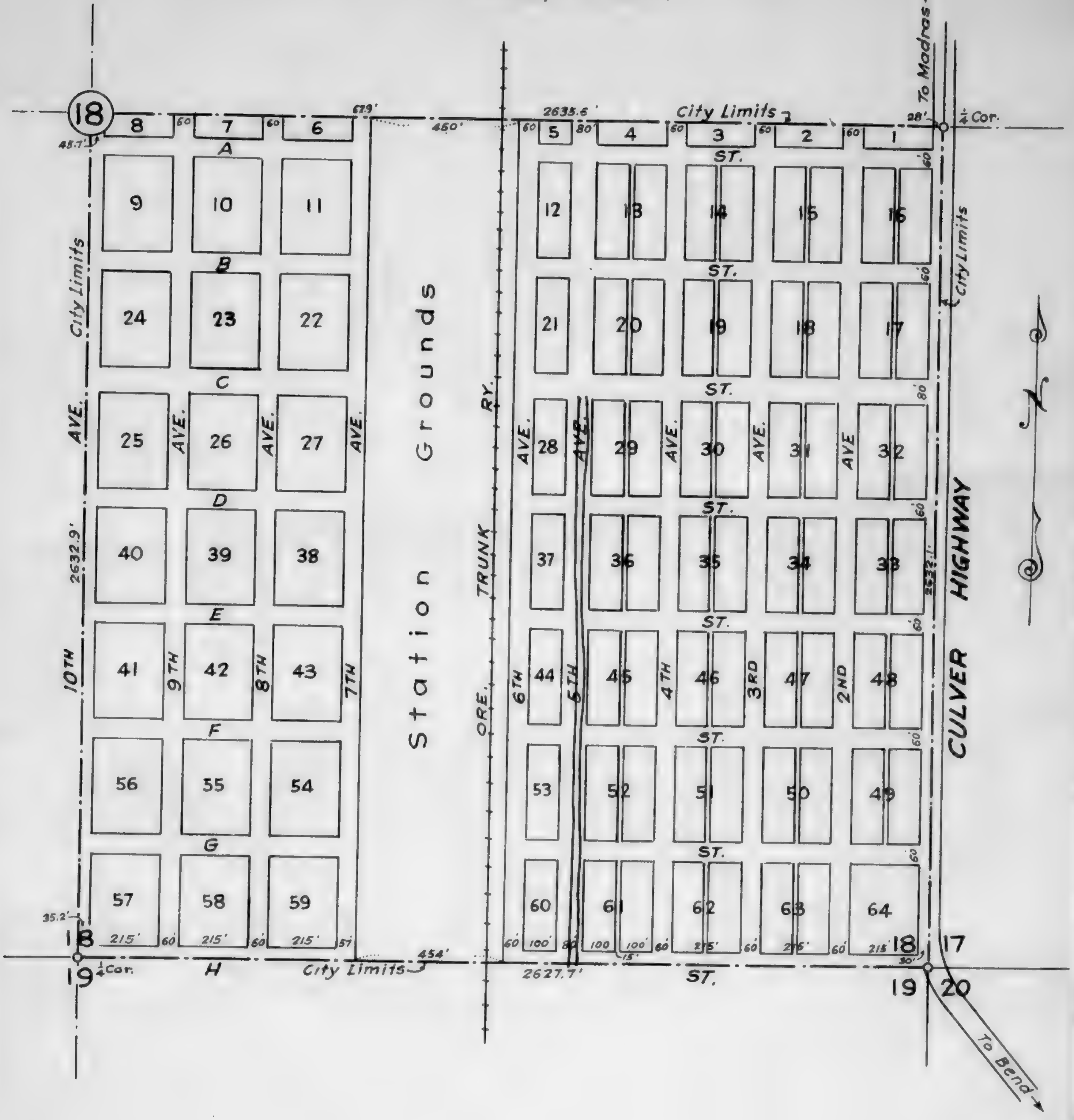
Dated this 17 day of December, 1958.

Charles S. Moon
City Recorder

CULVER

S.E.$\frac{1}{4}$ Sec. 18 T. 12 S., R. 13 E.W.M.

Scale, 1in. = 400 ft.



To Madras
City Limits
2635.6'
67.9'
450'
28'
$\frac{1}{4}$ Cor.
18
45.7'
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A ST.
B ST.
C ST.
D ST.
E ST.
F ST.
G ST.
H ST.
10TH AVE.
9TH AVE.
8TH AVE.
7TH AVE.
6TH AVE.
5TH AVE.
4TH AVE.
3RD AVE.
2ND AVE
Station Grounds
ORE. TRUNK RY.
CULVER HIGHWAY
City Limits
2632.9'
2632.1'
35.2'
215'
60
57
454'
2627.7'
100
80
15'
30'
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20
$\frac{1}{4}$ Cor.
To Bend
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June, 1946
Rev. 12-2-49

Gateway-Cove State Park

Meetings 1st Tuesday of Month

CITY of CULVER
P. O. Box 74
CULVER, OREGON

NOTED
V. R. JONES

G. T. Swenson,
Engineer
County & City Relations
State Highway Dept
Salem, Ore

NOTED

NOTED
John F. Hagemann

Dear Sir:

Please send the City of Culver, Oregon applications for particapating in the Highway funds allocation for streets with excessive wear.

Thanks.

Charles L Moon
City of Culver
Recorder

RECEIVED
DEC 15 1958

Sent forms 12/15/58

18-1089 Diamond Lake Jct.-Lenz Rd. 1960
Sec. of The Dalles-Calif.
#5665 Hwy. (Paving)

RECEIVED
FEB 27 1961
W. C. WILLIAMS
FOR FILING

18-1089
5665

February 21, 1961

FINAL COST ANALYSIS
Paving
Contractor: Rogue River Paving Co.
Resident Engineer: W.R. Merritt

Diamond Lake Jct.-Lenz Road
Contract No. 5665

The Dalles-California Highway
Prefix No. 18-1089

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*3/4"-1/4" Mat'l in Binder Crse.	484.5	Cu.Yd.	5.50	5.50	2,664.75	2,664.75
*RC-3 Asphalt	79.26	Ton	52.50	52.50	4,161.15	4,161.15
Asphaltic Concrete Mixture	12,859.605	Ton	5.70	4.93	63,337.94	73,299.75
Asphalt in Mixture	738.70	Ton	35.60	32.19	23,779.69	26,297.72
RS-2 Asphalt	4.912	Ton	75.00	149.38	733.78	368.40
*PA#1 Excess 3/4"-1/4" A.C. Agg.	280.55	Cu.Yd.	1.50	1.50	420.83	420.83
*PA#1 Excess 1/4"-0 A.C. Agg.	93.13	Cu.Yd.	1.50	1.50	139.70	139.70
E.W.#1 Flagging					794.88	874.49
Liquidated Damages	8	day		90.00		-720.00
					$96,032.72	$107,506.79

Gross Revenue	$ 107,506.79
Total Cost	96,032.72
Net Profit	$ 11,474.07

Net Profit equals 10.6% of Gross Revenue

* Work done by Hughes & Dodd

DETAIL OF COST - Contract No. 5665

Labor:			
Labor (payroll tax included)		$ 7,453.52	
Health and Welfare		386.65	$ 7,840.17
Materials:			
85-100 Asphalt	738.70 Ton @ $24.00	17,728.80	
RS-2 Asphalt	4.912 Ton @ $79.63	391.14	
Freight on Asphalt		6,050.89	24,170.83
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		8,287.11	
Equipment Rental, Hired		8,559.82	
Gas, Oil and Grease		2,016.08	
Propane (for heating agg.)		3,618.23	
Move In Freight and Cartage		3,363.36	
Bond and Insurance		300.00	
P.U.C.		70.00	
Travel and Subsistance		630.00	
Small Tools and Miscellaneous Supplies		165.75	
Home Office and General Overhead		344.70	27,355.05
Subcontract:			
Hughes & Dodd		36,666.67	36,666.67
		TOTAL COST	$ 96,032.72

Remarks - Contract No. 5665

This was a "State Project" calling for the construction of 8.15 miles of asphaltic concrete pavement on the Diamond Lake Junction-Lenz Road Section of The Dalles-California Highway in Klamath County. The project was bid April 19th and awarded April 21, 1960. Work started June 23rd and was completed October 19, 1960.

The prime contractor sublet the crushing to Hughes & Dodd, who, in turn, sublet the drilling and shooting of the quarry to D. C. Toye & Company who moved their drilling equipment into the quarry listed as a source of acceptable materials, located approximately 2.0 miles northeasterly via existing haul road from mile point 206.8, and started drilling June 23rd. Drilling and blasting was completed July 18th. The subcontractor, Hughes & Dodd, moved in their semi-portable crushing plant and set up at the old quarry site and started crushing paving aggregates September 6th and completed same October 22nd.

The prime contractor moved in his Barber-Greene continuous mixing plant and started placing asphaltic concrete September 23rd using thirteen 6- to 10-yard trucks hauling, one Barber-Greene finishing machine with 15-foot extension 2-tandem rollers, and one 9-wheel self-propelled rubber-tired roller. The contractor worked 16 days for an average of 804 tons per working day, losing only 2 days due to inclement weather and completing all work on this project October 19, 1960.

The contractor with good bid prices and a high daily production was able to realize a good profit.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

Remarks - Contract No. 5665

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The contractor with good bid prices and a high daily production was able to realize a good profit.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
JAN 20 1961
FOR FILING

18-1087

5665

January 20, 1961

Western Surety Company
540 University Avenue
Palo Alto, California

Attention: Lyle McKichan
Assistant Secretary

Dear Mr. McKichan:

This is to acknowledge your letter of January 17 concerning Rogue River Paving Company Contract 5665, paving Diamond Lake Junction-Lenz Road Section on The Dalles-California Highway in Klamath County. We are listing below the various payments which have been made on this contract.

Estimate No.	Amount of Estimate	Date Mailed to Contractor
1	$48,930.66	October 31, 1960
2	$54,809.27	December 9, 1960
3 (semifinal payment)	$ 567.89	December 12, 1960
4 (final payment)	$ 3,198.97	January 13, 1961

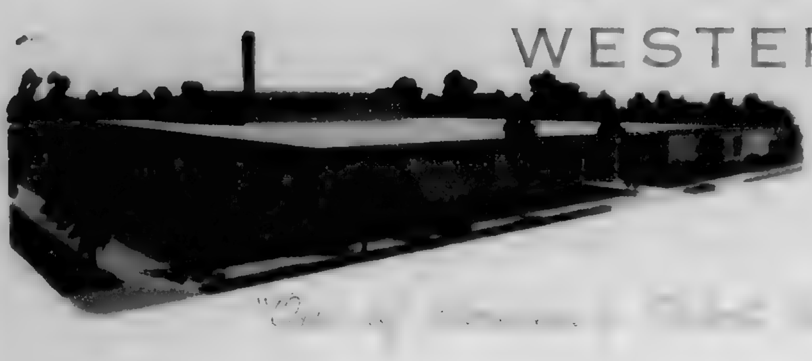
To our knowledge a contractor has never elected to leave his entire proceeds of his contract with our office until the job is completed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:mb



[illegible]

WESTERN SURETY COMPANY

540 UNIVERSITY AVENUE PALO ALTO CALIFORNIA
TELEPHONE DAVENPORT 6-9200

Joe Kirby
PRESIDENT

January 17, 1961

Oregon State Highway Commission
State of Oregon
Salem, Oregon

ATTENTION: MR. FLOYD QUERY

RE: Bond No. 2 009 221
Rogue River Paving Company
Description: Contract-paving of
Diamond Lake Road. Contract #5665

Dear Mr. Query:

In your letter of December 27, 1960, you stated that the final payment on the above job would be released after January 6, 1961.

We appreciate your giving this information to us.

It is our understanding that your usual procedure is to make partial payments to the contractor as the work progresses subject to a 10% retention. We are wondering if it is your policy to do this on all contracts or can a contractor elect to leave the entire proceeds of the contract with your office until the job is completed.

In reviewing the statement from the above firm dated October 31, 1960, that shows accounts receivable on this job for approximately $107,000.00 which would be the contract price. We are contacting them concerning the method of bookkeeping they use, but we are writing your office for conformation of whether or not this amount was do this firm on October 31, 1960.

We would appreciate your writing us concerning the above.

Yours very truly,

Lyle McKichan

Lyle McKichan
Assistant Secretary

LM:cg

RECEIVED
JAN 19 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Awarded 4-21-60

#5665

Contract Amount $108,745.00

Ck. No	① Est. No	Period Covered	Earned	Ret %	② Pd Cont'r this Est.	③ Date Mailed To Cont
25462	1	{ 6-23-60 (Start) 10-5-60	54,367.40	− 5,436.74 (10%)	$48,930.66	10/31/60
28900	2	10-6-60 11-19-60 (Comp)	51,678.45	+ 2,255.33 + 5,4[illegible] $774.49	$54,809.27	12/9/60
29320	3-SF	−	585.45	− 17.56 (3%)	569.89	12/12/60
31947	4-F	−		+ 3,198.97	3,198.97	1/13/61
					$107,506.79	

~~Date of Final Vch. - 12/19/60~~

NOTED
C. W. HEAD

RECEIVED
1960
FOR FILING
18-10.49
5665

71

December 27, 1960

Western Surety Company
540 University Avenue
Palo Alto
California

Gentlemen:

State Highway contract #5665 for paving the Diamond Lake Jct.-Lenz Road Section of The Dalles-California Highway in Klamath County was completed by the contractor, Rogue River Paving Co., on October 19, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $3,198.97 will be released to the contractor on or after January 6, 1961. The total contract amount is $107,506.79, of which amount $874.49 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Western Surety Company
Robert C. McCracken Ins. Agency
P. O. Box 601
Eugene, Oregon

cc: Rogue River Paving Co.,
P. O. Box 942
Medford, Oregon

RECEIVED
DEC 5 - 1960
FOR FILING

11-1079
5665

December 2, 1960

Western Surety Company
940 University Avenue
Palo Alto
California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogue River Paving Co., on contract #5665 for paving the Diamond Lake Jct.-Lenz Road Section of The Dalles-California Highway in Klamath County.

This payment, in the amount of $567.89, will be released to contractor on or after December 12, 1960. The retained percentage is $3,198.97.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Western Surety Company
Robert C. McCracken Ins. Agency
P. O. Box 601
Eugene, Oregon

cc: Rogue River Paving Co.,
P. O. Box 942
Medford
Oregon

RECEIVED
NOV 30 1960

FOR FILING

11 10 19

5665

November 29, 1960

Western Surety Company
540 University Avenue
Palo Alto
California

Gentlemen:

It is the intention of the State Highway Commission to release to Rogue River Paving Co., a portion of the funds heretofore retained by the Commission on contract #5665 for paving the Diamond Lake Jct.-Lemo Road Section of The Dalles-California Highway in Klamath County.

This payment, in the amount of $54,809.27, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,181.41. The present payment will be released on or after December 9, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Western Surety Co.,
Robert C. McCracken Ins. Agency
P. O. Box 601
Eugene, Oregon

cc: Rogue River Paving Co.,
P. O. Box 942
Medford, Oregon

Form E-1—(Rev.)-

18-1089
5665

H

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 19, 1960

Section Diamond Lake Junction-Lenz Road

Kind of work Paving

Highway The Dalles-Calif. **County** Klamath

Section prefix 18-1089

Contractor Rogue River Paving Co.

Contract number 5665

Date of contract April 21, 1960

Specified work days 100

Date work started June 23, 1960

Work days used 108

Project authorization $123,465.38

Exclusive of engineering $114,685.62

Per cent of time elapsed 108.00 %

Estimated cost of completed project, exclusive of engineering $107,506.78

Estimated per cent overrun or underrun . . . . Underrun 2.8 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $8779.76

Engineering cost to date $11,230.77, 128 %

Date project was completed October 19, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
—	—	—	—	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimate and supporting data sent to Division Office on Tuesday of this week.

Project Complete——Final Report

NOTED

Signed W. Reid Merritt

Address P. O. Box 1090 Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					8.15
Miles partially completed					8.15
Miles completed					8.15
Total estimated quantities (contract)					13,100 Ton
Total quantities corrected to date					12,859.605 Ton
Estimated quantities moved or placed to date					12,859.605 Ton
Average daily quantities					0 Ton
Average daily quantities necessary to complete project on time					Proj. Complete Time Overrun
Number shifts per day					0
Hours per shift					0
Average force on project for week					0

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	Rain-Snow		
Tuesday	Cloudy-Snow Flurries		
Wednesday	Rain		
Thursday	Rain		
Friday	Pt. Cloudy-Showers		
Saturday			

RECEIVED
JUN -7 1960
FOR FILING
18 1089
5665

A

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Rogue River Paving Company
P. O. Box 942
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5665, awarded April 21, 1960, for paving the Diamond Lake Jct.-Lens Road Section of The Dalles-California Highway in Klamath County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
APR [illegible] 1960
FOR FILING

18-1059

5665

April 22, 1960

Rogue River Paving Company
P. O. Box 942
Medford, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5665 for paving on the Diamond Lake Junction-Lenz Road Section of The Dalles-California Highway in Klamath County.

This award was based on your bid of $108,747, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

18-3422 Odell Lake Maint. Sta., 1960
dormitory addn. to trailer
#5666 shelter

RECEIVED
MAR 30 1961
FOR FILING

18-3422

5666

March 29, 1961

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5666 for construction of dormitory addition to trailer shelter at the Odell Lake Maintenance Station on the Willamette Highway in Klamath County was completed by the contractor, A. E. Stafford, on December 8, 1960, and was formally accepted by the Highway Commission on January 27, 1961.

Final payment in the amount of $3,448.94 will be released to the contractor on or after April 7, 1961. The total contract amount is $14,022.34, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
Ray D. Pollard Agency
59 [illegible] Avenue East
Eugene, Oregon

cc: Mr. A. E. Stafford
35 Hayden Bridge Way
Springfield
Oregon

RECEIVED

FORM E-30 50M 7-58 29385

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

12-3422

5666

Salem, Oregon
December 23, 1960

SUBJECT: Odell Lake
Maintenance Station
Contract #5666

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

A. E. Stafford completed work on the Odell Lake Maintenance Station, Contract #5666, on the Willamette Highway in Klamath County on December 8, 1960.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query

FILE
FLOYD QUERY

A

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY,
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JUN - 7 1960
FOR FILING
18 [illegible]

5666

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Mr. A. E. Stafford
55 Hayden Bridge Way
Springfield
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5666, awarded April 21, 1960, for construction of Dormitory Addition to Trailer Shelter in Odell Lake Maintenance Station Area in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

RECEIVED
APR 25 1960
FOR FILING

18-2422

5666

A

April 22, 1960

A. E. Stafford
55 Hayden Bridge Way
Springfield, Oregon

Dear Sir:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5666 for the dormitory addition at Odell Lake Maintenance Station in Klamath County.

This award was based on your bid of $13,628, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED

FOR FILING

18-3422

5666

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1960

SUBJECT: Odell Lake Dormitory

To:

Mr. P. M. Stephenson ✓
Mr. T. C. Roake
Mr. E. F. Chidsey

OFFICE

Mr. Chidsey informs me that the U. S. Forest Service reviewed our plans for the Odell Lake Dormitory and objected to the chimney installation as detailed.

They have asked us to revise our plans to include a concrete pier from ground to second floor. Addition of a pier would require relocation of the chimney since the pier cannot be placed under the present location as it would be directly in a first floor doorway.

It is my opinion the addition of the pier is useless and only cost us extra. It is very possible that the Forest Service people are not familiar with the Van Packer chimney and would possibly approve our details if they realized the Van Packer chimney weighs only one tenth the weight of a brick chimney. We chose a Van Packer chimney for this location due to its adaptability and eliminating use of bricklayers. The Van Packer chimney is underwriter approved, and the plans have been approved by the State Fire Marshal.

The plans at this date are in the hands of bidders, and the question arises, shall we change our plans and specifications prior to letting date, place the pier after contracting by Price Agreement, or try and convince the Forest Service that the pier is superfluous.

Carl Schneider

Carl Schneider

CS/mm

NOTED
P. M. STEPHENSON

RECEIVED
APR - 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
N 27 1959
FOR FILING

18-3422

5666

November 25, 1959

Building & Construction Trades Council
A.F. of L. - C.I.O.
Klamath Falls, Oregon

Gentlemen:

Pursuant to Chapter 627, Oregon Laws of 1959, we are required to set forth minimum hourly rates of pay for trades and occupations engaged on public works.

We plan to call for bids for the construction of a dormitory at our Maintenance Station at Odell Lake in January, 1960 and need prevailing rates of pay, at Klamath Falls, for workmen engaged in such work.

We have rates of pay for heavy construction as set out in State-wide agreements between the AGC and labor organizations but they do not cover many of the building trade occupations, such as asbestos workers; boiler makers; bricklayers; building laborers; electrical workers; glass workers; lathers; marble masons; linoleum, carpet and soft tile layers; painters; plasterers; plumbers and steam fitters; roofers; sheet metal workers, and tile setters.

Any rates of pay for such workmen, effective in January 1960, with expiration dates, areas covered; or a copy of your master list if available, would be much appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

VGO'N:bb

RECEIVED
OCT 13 1959
FOR FILING

Salem, Oregon
October 12, 1959

Mr. Ivan Merchant
Bridge Engineer
Office

Attached is a plan of a proposed addition to the west end of the trailer shelter building at the Odell Lake Maintenance Station.

Will you kindly proceed with the design of this building so that it can be contracted at an early date. It looks very much like the State Fire Marshal is going to prohibit our use of the dormitory space over the present shop building.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

cc Mr. I. A. De France

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1959

SUBJECT: Equipment Maintenance Shop and Dormitory--Odell Lake Maintenance Station

To:
Mr. P. M. Stephenson
Assistant State Highway Engineer
BUILDING

Due to the fact that the State Fire Marshall's office has condemned our present dormitory over the shop building at Odell Lake and has requested certain alterations to be made immediately to reduce the fire hazard, we in the Maintenance Department feel that the expenditures necessary to comply with the requests of the Fire Marshall would not completely solve the fire hazard problem and that the proper solution to the problem would be to build a separate dormitory for the single men at another location.

I am submitting herewith a plan for a dormitory to be constructed on the west end of the trailer building. Contrary to the dimensions shown on the plan, we recommend that the building be 39' x 34', which would add 3' to each of the sleeping rooms and 6' to the lounge, thus providing space for 12 men if and when needed. A 6-man unit might be sufficient for the present time, but when the public school at Odell Lake is closed, it will be more difficult to get married men with families to accept jobs at this station. Therefore, we will probably require dormitory space for 10 or 12 men.

We also suggest that the floor of the new building be concrete to reduce fire hazard in the new quarters and that heat be provided either through a floor furnace in a pit as shown on the plan or through butane space heaters mounted in the rooms. I personally favor the floor furnace.

It is desirable that the plans for the building be prepared immediately and the building be released for letting at the October commission meeting.

We will endeavor to talk the Fire Marshall's office into allowing us to use the present quarters until such time as the new building can be finished.

E F Chidsey

E. F. Chidsey
Assistant Maintenance Engineer

RECEIVED
OCT 12 1959
[illegible]
[illegible] ENGINEER

efc:pa
encl.
cc: Dean Swift

V. DEAN MUSSER
FIRE MARSHAL

MARK O. HATFIELD
GOVERNOR

Eldon Winkley
[redacted]
CHIEF DEPUTY

[illegible]

1859

STATE OF OREGON
FIRE MARSHAL DEPARTMENT
SALEM
420 FERRY STREET

October 5, 1959

NOTIFICATION TO REMOVE OR REMEDY FIRE HAZARDS AND IMPROVE FIRE SAFETY

To: Oregon State Highway Commission
State Highway Department Building
Salem, Oregon

Inspection Date: October 2, 1959 -wrd
Occupancy: Equipment Maintenance Shop and Dormitory
O dell Lake Station
Oregon-

Pursuant to the provisions of Chapters 476, 479 and 480, ORS, an inspection was made of the above described building or premises on the above recorded date and the following orders are served:

1. Replace the ladders at the east windows of dormitory rooms with an approved emergency exit and exterior stairway for each room, consisting of outward swinging doors at floor level onto platform with stairs of easy tread to ground level.
2. Completely separate first floor shop, garage, and storage area from second floor, with construction and materials of not less than one-hour fire-resistance rating, access openings through which shall be protected by self-closing fire doors of the same fire-resistance rating which shall remain in a normally closed position.

COMPLIANCE DATE - NOVEMBER 4, 1959

cc Leander Quiring
Dept. of Finance & Admin.
cc Dean Swift, Div. Engineer
cc Deputy
cc tf 11-1

aj

NOTED
V. H. COFFEY

Eldon Winkley
Chief Deputy

Form 214—5M—7-59
State Printing 21628

20-1061 Hendricks Br.-Leaburg Dam 1960
Sec. of McKenzie Hwy. (Pav.)
#5667

RECEIVED
FEB 3 1961
FOR FILING

[illegible]

5667

February 2, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5667 for paving the Hendricks Bridge-Leaburg Dam Section of the McKenzie Highway in Lane County was completed by the contractor, T. C. Wildish Const. Co., on September 22, 1960, and was formally accepted by the Highway Commission on January 27, 1961.

Final payment in the amount of $4,224.87 will be released to the contractor on or after February 13, 1961. The total contract amount is $142,800.31, of which amount $2,296.88 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: T. C. Wildish Const. Co.,
P. O. Box 345
Eugene
Oregon

RECEIVED
OCT 25 1960
FOR FILING

C-1661

5667

October 24, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to T. C. Wildish Construction Co., a portion of the funds heretofore retained by the Commission on contract #5667 for paving the Hendricks Bridge-Leaburg Dam Section of the McKenzie Highway in Lane County.

This payment, in the amount of $20,064.73, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,143.89. The present payment will be released on or after November 3, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JAN 23 1961
FOR FILING

20-1061

5667

T

January 20, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to T. C. Wildish Construction Co., on contract #5667 for paving the Hendricks Bridge-Leaburg Dam Section of the McKenzie Highway in Lane County.

This payment, in the amount of $2,292.94, will be released to contractor on or after January 30, 1961. The retained percentage is $4,214.80.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: T. C. Wildish Construction Co.,
P. O. Box 345
Eugene
Oregon

RECEIVED
0
FOR FILING
2C-1161

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division
OVERLAY

567

Section **Hendricks Bridge-Leaburg Dam** Highway **McKenzie**

County **Lane** MP ______ to MP ______ Contractor **T. C. Wildish**

Resident Engineer **H. E. Mayfield** Inspector ______

Date Completed ______ Date Reported **October 19, 1960**

Type and Thickness of Wearing Surface ______ A. C. ____ Oil Mat ______ Seal.

N, S, [✓ E,] W from MP or Sta. ______
Hendricks Br.

Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal
1	750	95		5250	666	89
2	1500	193	98	6000	763	97
3	2250	292	99	6750	853	90
4	3000	388	96	7500	946	93
5	3750	486	98	8250	1039	93
6	4500	577	91	9000	1135	96

Average Roughness Per Mile 95"

N, S, E, [✓ W] from MP or Sta. ______
Leaburg Dam

Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal
1	750	89		5250	641	95
2	1500	181	92	6000	738	97
3	2250	270	89	6750	840	102
4	3000	365	95	7500	933	93
5	3750	459	94	8250	1029	96
6	4500	546	87	9000	1124	95

Average Roughness Per Mile 94"

Remarks: ______

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

Form E-1—(Rev.)—

20-1061

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sep. 24, 1960 19

Section Hendricks Bridge - Leaburg Dam

Kind of work Paving

Highway McKenzie County Lane

Section prefix 20-1061

Contractor T. C. Wildish Const. Co.

Contract number 5667

Date of contract April 21, 19 60

Specified work days 85

Date work started May 9, 19 60

Work days used 84

Project authorization $ 172,695.10

Exclusive of engineering $ 160,414.62

Per cent of time elapsed 98.82 %

Estimated cost of completed project, exclusive of engineering $ 155,813.79

Estimated per cent ~~overrun or~~ underrun 2.665 %

Per cent of contract completed, based on estimated cost 100. %

Engineering authorization $ 12,280.54

Engineering cost to date $ 7,406.01, 60.31 %

Date project was completed Sept 22 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none	none	none	none	100	100	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Contractor completed the final seal on O-11 Mod. shoulders on Tuesday, and worked Wed. & Thurs. dressing up shoulder slopes with grader, completing this project.

This will be the last weekly report.

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1960
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

NOTED
JOHN H. OAKES

NOTED
C. E. PAULSEN

Signed H. E. Mayfield

Address 2141 E. 15 Ave. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	shoulders OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				12.37	12.37
Miles partially completed					
Miles completed				12.37	12.37
Total estimated quantities (contract)		9,000 c.y.		2,870 c.y.	17,400 ton
Total quantities corrected to date		5,840 c.y.		1,961 c.y.	17,372 ton
Estimated quantities moved or placed to date		5,840 c.y.		1,961 c.y.	17,372 ton
Average daily quantities		0		73 c.y.	0
Average daily quantities necessary to complete project on time		0		0	0
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				9	
Men				5	
Supervision				1	
Men and trucks under 3 tons					
Men and trucks over 3 tons				3	
Men and tractors					

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers Distributor 1, Loader 1, Power broom 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair AM showers PM		
Tuesday	fair		
Wednesday	foggy AM fair PM		
Thursday	fair		
Friday	cloudy AM clearing PM		
Saturday			

RECEIVED
MAY 11 1960
FOR FILING
[illegible]
5767

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FORM 2-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 10, 1960

T. C. Wildish Construction Co.,
5001 Franklin Blvd.,
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5667, awarded April 21, 1960, for paving the Hendricks Bridge-Leaburg Dam Section of the McKenzie Highway in Lane County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
R 27 1960
FOR FILING
20-1061

5667

April 22, 1960

T. C. Wildish Co.
P. O Box 345
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5667 for paving on the Hendricks - Bridge-Leaburg Dam Section of the McKenzie Highway in Lane County.

This award was based on your bid of $152,506.81, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

20-1062 Sutton Lake-Florence Sec. 1960
of Ore. Coast Hwy. (Pav.)
#5668

RECEIVED
JAN 26 1961
FOR FILES

20-1062

Sutton Lake-Florence
Contract No. 5668

W.C. Williams

T

NOTE
W. C. WILLIAMS

January 16, 1961

FINAL COST ANALYSIS
Paving
Contractor: Morse Brothers
Resident Engineer: B.D. Johnson

Oregon Coast Highway
Prefix No. 20-1062

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Shoulders	5.77	Mile	100.00	83.61	482.43	577.00
3/4"-0 Mat'l in Shoulders	3,303.	Cu.Yd.	3.85	3.47	11,462.03	12,716.55
Sprinkling	82.5	M-Gal.	3.00	2.52	208.29	247.50
Cl. "B" Asph. Concrete	7,835.655	Ton	7.34	6.42	50,317.79	57,513.71
RS-1 Asphalt	1.97	Ton	55.00	47.92	94.41	108/35
Force Account					697.82	697.82
					$ 63,262.77	$ 71,860.93

Gross Revenue	$ 71,860.93
Total Cost	63,262.77
Net Profit	$ 8,598.16

Net Profit equals 11.9% of Gross Revenue

DETAIL OF COSTS - Contract No. 5668

Labor:				
Labor			$ 9,771.32	
Labor Insurance			840.33	
Health, Welfare and Pension			342.00	$ 10,953.65
Materials:				
RS-1 Asphalt	1.97 Ton	@ $30.80	60.68	
Asphalt in Class B Mix.	440.34 Ton	@ $27.80	12,241.45	
Rock in Class B Mix.			15,671.31	
3/4"-0 Shoulder Rock	3,303 Cu. Yd.	@ $2.75	9,083.25	37,056.69
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			6,484.34	
Equipment Rental, Hired			2,179.87	
Gas, Oil and Grease			1,040.50	
Heating Oil			1,332.09	
Electric Power			750.40	
Bond			475.75	
P.U.C.			105.70	
P.L. and P.D. Insurance			84.64	
Small Tools and Misc. Supplies			643.31	
Home Office and General Overhead			2,155.83	15,252.43
		TOTAL COST		$ 63.262.77

Remarks - Contract No. 5668

This was a "State Project" calling for the paving of 5.77 miles of highway roadway on the Sutton Lake-Florence Section of the Oregon Coast Highway in Lane County.

The Contract was bid April 19, 1960, awarded April 21st. Work started August 2nd and the project was completed August 19, 1960.

The contractor purchased the paving aggregate and the 3/4"-0 shoulder rock from the Umpqua River Navigation Company located at Reedsport, who have a crushing plant mounted on two barges and a 1-1/2 cubic yard shovel with a clamshell bucket on another barge. These barges are located on the Umpqua River. They also have three or four hauling barges which are used to transport gravel from the Umpqua River to various places. The hauling barges are placed alongside the crushing plant barge and the gravel is conveyed to the hauling barge. It requires approximately seven hours to crush and load the barge, ten hours required for a tug boat to take it to Florence and seven hours for a 3-cubic yard shovel to unload the tug. The barge capacities are between 2000 to 2500 tons. The paving aggregate and the 3/4"-0 material was stockpiled approximately one mile east of Florence adjacent to the Siuslaw River.

The contractor moved in and set up his 5000 lb. batch paving plant at the stockpile site, started paving August 2nd and completed the paving August 19th. It required three days to patch the roadway and twelve days to place the wearing surface and the shoulder material. Good progress was made on the paving and the shoulder material.

The contractor had good bid prices, good equipment and personal supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

18

RECEIVED
NOV - 7 1960
FOR FILING
20-1662

5668

November 4, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5668 for paving the Sutton Lake-Florence Section of the Oregon Coast Highway in Lane County was completed by the contractor, Morse Bros., on August 25, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $2,134.89 will be released to the contractor on or after November 14, 1960. The total contract amount is $71,860.93, of which amount $697.82 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
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FOR FILING
20-1063

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5/0

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division
OVERLAY

Section Sutton Lake-Florence Highway Oregon Coast

County Lane MP______ to MP_______ Contractor Morse Bros.

Resident Engineer W. D. Johnson Inspector________________

Date Completed ____________________ Date Reported October 21, 1960

Type and Thickness of Wearing Surface _____ A. C.____Oil Mat__________Seal.

[✓ N], S, E, W from MP or Sta. Jct. Siuslaw							N, [✓ S], E, W from MP or Sta.______						
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal			Total	Per Mile	Top	Base	Seal
1	750	85					1	750	94				
2	1500	166	81				2	1500	179	85			
3	2250	253	87				3	2250	270	91			
4	3000	336	83				4	3000	356	86			
5	3750	418	82				5	3750	448	92			
6	4500						6	4500					
Average Roughness Per Mile 84"							Average Roughness Per Mile 90"						

Remarks: ____

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

RECEIVED
SEP 29 1960
FOR FILING
[illegible] 1062
5668

September 28, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Morse Bros., on contract #5668 for paving the Sutton Lake-Florence Section of the Oregon Coast Highway in Lane County.

This payment, in the amount of $45,944.44, will be released to contractor on or after October 8, 1960. The retained percentage is $2,134.89.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)—

20-1062

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 26, 1960

Section Sutton Lake - Florence

Highway Oregon Coast County Lane

Contractor Morse Bros.

Date of contract April 21, 1960

Date work started August 2, 1960

Project authorization $86,672.70

Exclusive of engineering $80,509.31

Kind of work Paving

Section prefix 20-1062

Contract number 5668

Specified work days 70

Work days used 58

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering $73,943.60

Estimated per cent ~~overrun or~~ underrun . . . . -8.2 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $6,163.39

Engineering cost to date $5,231.47, 85 %

Date project was completed ...., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

Contractor completed work August 19.
As of this date, no compaction report received. Lab has been notified.

F. D. Morgan, Division Engineer, made inspection Wednesday.

NOTED

RECEIVED
29 1960
E Y B
CE ACE CSE

Signed B. D. Johnson B. D. Johnson

Address Box 496 North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.77			5.77
Miles partially completed		5.77			5.77
Miles completed		5.77			5.77
Total estimated quantities (contract)		3,860			8,160
Total quantities corrected to date		3,300			7,835
Estimated quantities moved or placed to date		3,300			7,835
Average daily quantities		57			155
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
AUG 8 - 1960
FOR FILING
20-1062

5668

August 8, 1960

Oregon State Highway Commission

Gentlemen:

At 8 a.m., on August 2, 1960, approval was granted for a 35-mile-per-hour construction speed zone on the Sutton Lake-Florence paving contract section of the Oregon Coast Highway, No. 9.

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on the Sutton Lake-Florence paving contract section of the Oregon Coast Highway, No. 9, between M.P. 184.52 and M.P. 190.29.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc Mr. G. S. Paxson
Mr. F. B. Crandall

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
AUG 3 - 1960
FOR FILING

20-1062

A

August 2, 1960

Captain Farley Mogan
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Captain Mogan:

Effective at 8:00 A.M., August 2, 1960, permission was granted for the establishment of a 35 MPH construction speed zone on the Sutton Lake-Florence Section of the Oregon Coast Highway, No., between M.P. 184.52 and M.P. 190.29.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

VPJ:pk
bc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
AUG 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN -7 196
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20-1062

5668

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5668, awarded April 21, 1960, for paving the Sutton Lake-Florence Section of the Oregon Coast Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

A

RECEIVED
APR 25 1960
FOR FILING
21-262
5668

April 22, 1960

Morse Bros.
E. Grant Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5668 for paving on the Sutton Lake-Florence Section of the Oregon Coast Highway in Lane County.

This award was based on your bid of $76,292.40, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

I-5-4(36)216 N. Albany Jct.-Lane Co. 1960
I-5-4(30)204 Line Sign Inst.
#5669

FEB 5 - 1965

FOR FILING

Salem, Oregon
February 3, 1965

Mr. E. S. Hunter
Maintenance Engineer

I attach hereto Bothman's January 22 report of porcelain enamel sign failures. I have instructed Oscar White at the Lab to take the following steps:

1. To determine by use of the Spectrophotometer, by means of a series of tests on signs which we know to be satisfactory, what the normal color reading should be.

2. To establish by a further test or tests what the maximum fading should be at the end of the 10-year period. This would be primarily based on readings on material which we consider to be unfit for further use.

3. To determine by tests the readings on the signs which Bothman reports as unsatisfactory.

4. To determine where they fall in the sliding scale established under Points 1 and 2 above.

5. To give me the data which will then be turned over to the Legal Division for such action as is necessary.

6. A separate category of failure will include the sandwich boards which are separating. They can be sorted out as a separate unit of work. You shall establish and submit for my approval a basis for determining failure of a sandwich board. This will require wrestling with the problem of whether or not a board which has separated fails to deliver the sign message which it was designed to impart.

Attachment

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
G. E. Rohde (Enc.)
F. B. Crandall (Enc.)
R. N. Bothman
Oscar White
F. B. Klaboe (Enc.)
A. E. Johnson (Enc.)
R. D. Asburry (Enc.)
L. R. Chandler (Enc.)
J. F. Putnam (Enc.)
A. F. Parson (Enc.)

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert N Bothman

R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

FORM E-30 25M 9-61 82819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 20, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

Mr. George Rohde
To: ~~Mr. Leonard I. Lindas~~
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs or parts thereof in accordance with the terms of the guarantee:

SECTION N. Albany Jct. - Lane County Line
HIGHWAY Pacific I-5
CONTRACT NO. 2669 GUARANTEE NO. II
CONTRACTOR G & K Sign Company

MANUFACTURER California Metal Enameling Company
6904 E. Slauson Ave.
Los Angeles, Calif.

DATE MANUFACTURED 1960

SIGN NO. TED DWG. NO. STATION MESSAGE FAILURE

See attached sheet

Fading and discoloration are the cause of all reported failure.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer Div. II

January 20, 1965

N. Albany Jct. - Lane County Line Contract No. 5669

Pacific Highway 1-5

SIGN NO.	TED DWG NO.	STATION	MESSAGE	FAILURE REPORTED
D-1-60	S-85	1071+40	EXIT	April 1964
5	S 86	1076+00	ALBANY KNOX BUTTE	April 1964
8	S 86	Interchange	ALBANY - SALEM	April 1964
3	S 88	1113+50	20 SANTIAM HWY. ALBANY - LEBANON	April 1964
10	S 88	Interchange	SALEM - ALBANY - LEBANON	April 1964
15	S 88	Interchange	ALBANY - KEEP RIGHT	October 1964
4	S 89	1394+50	34 LEBANON - CORVALLIS	April 1964
5[1]	S 89	1448+00	34 LEBANON-CORVALLIS EXIT 1 MILE	April 1964
2	S 90	1942+00	ALBANY 17 - PORTLAND 84	April 1964
6[1]	S 90	2053+00	228 BROWNSVILLE - HALSEY EXIT 1 MILE	April 1964
2	S 91	2338+00	ALBANY 24 PORTLAND 91	April 1964
5	S 91	2451+00	HARRISBURG EXIT 1 MILE	April 1964

[1] Previously replaced due to porcelain failure. Cameo A-10 Sandwich replacement panels now failing.

Monthly transaction number 15-85	F R-2A (5--57) U.S. DEPARTMENT OF COMMERC BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number **9**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Linn** Project number **I-5-4(36)216**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **June 16**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project	$ **122,706.00**
Revised Federal funds	$ **111,222.60**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **7** day of **May**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
Division Engineer

By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Contract No 5669

6-16-60 A

RECEIVED

FOR FILING

Monthly Transaction No. 6-0 84	F R-2 (l 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. 5-4(3) 6 216	**FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
5669		Project No. **I-5-4(36)216**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

U.S.99 N. Albany Jct. to Halsey Interchange

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**4-1-60**	**18.8**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **122,236**	Federal funds $ **111,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
State Highway Engineer
(title)

By ______________________
(title)

By ______________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer June 16, 1960

USComm-DC 40257

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Albany Junction-Halsey Interchange Section, Project No. I-5-4(36)216.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

May 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Albany Junction - Halsey Interchange Section, Project No. I-5-4(36)216.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.

RNC:sw

Oregon State Highway Department

Federal Aid
Project No. I-5-4(36)216

NORTH ALBANY JUNCTION-HALSEY INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, May 27, 1960

Type Code Y002
Signing (Sta. 1012+00 to Sta. 2008+00)(Contract No. 5669)

Removal of Existing Sign Installations	All	Required		$ 108.00
52' Sign Bridge with 16' Cantilever	1	only		4,426.60
Butterfly Sign Structure	3	only	$2,271.83	6,815.49
Single Post Sign Structure	1	only	1,296.00	1,296.00
Furnish 8" BP 36# Piling	765	lin. ft.	3.17	2,425.05
Furnish 10" BP 42# Piling	232	lin. ft.	4.29	995.28
Drive Steel Piles	44	only	39.09	1,719.96
Metal Sign Posts	All	Required (75%)		2,026.15
Wood Sign Posts	All	Required (75%)		1,753.91
Type "A" Signs in Place	5,003.7	sq. ft.	8.05	40,279.78
Type "B" Signs in Place	42	sq. ft.	8.31	349.02
Type "C" & "D" Signs in Place	1,285.8	sq. ft.	4.85	6,236.13
Type "E", "F" & "G" Signs in Place	239.8	sq. ft.	6.12	1,467.57
Type "J" Signs in Place	4.4	sq. ft.	8.32	36.60
	Subtotal			$69,935.54
	10% Engr. & Cont.			6,993.46
			Total	$76,929.00

Type Code Y030
Illumination (Sta. 1058+00)(Sta. 1108+00)(Contract No. 5698)

North Albany Interchange Illumination	All Required		$19,466.00
Santiam Highway Interchange Illumination	All Required		$21,723.00
	Subtotal		$41,189.00
	10% Engr. & Cont.		4,118.00
		Total	$45,307.00

Length of Project - - - - - 18.863 Miles
Cost of Project Per Mile- - $6,480.19

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Signing	$ 76,929.00	$ 70,000.00	$ 6,929.00
Illumination	45,307.00	41,000.00	4,307.00
	$122,236.00	$111,000.00	$ 11,236.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maint: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-5-4(36)216

NORTH ALBANY JUNCTION-HALSEY INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 11, 1960

Type Code Y002
Signing (Sta. 1012+00 to Sta. 2008+00)

Removal of Existing Sign Installations	All	Required		$ 400.00
52' Sign Bridge with 16' Cantilever	1	only	$6,000.00	6,000.00
Butterfly Sign Structure	3	only	2,300.00	6,900.00
Single Post Sign Structure	1	only	1,975.00	1,975.00
Furnish 8" BP 36# Piling	765	lin. ft.	5.00	3,825.00
Furnish 10" BP 42# Piling	232	lin. ft.	6.00	1,392.00
Drive Steel Piles	44	only	70.00	3,080.00
Metal Sign Posts	All	Required	(75%)	5,325.00
Wood Sign Posts	All	Required	(75%)	5,250.00
Type "A" Signs in Place	5,003.7	sq. ft.	8.00	40,029.60
Type "B" Signs in Place	42	sq. ft.	8.00	336.00
Type "C" and "D" Signs in Place	1,285.8	sq. ft.	5.00	6,429.00
Type "E", "F" and "G" Signs in Place	239.8	sq. ft.	5.75	1,378.85
Type "J" Signs in Place	4.4	sq. ft.	10.00	44.00
	Subtotal			$ 82,364.45
	10% Engr. & Cont.			8,235.55
	Total			$ 90,600.00

Type Code Y030
Illumination (Sta. 1058+00)(Sta. 1108+00)

North Albany Interchange Illumination	All Required	$ 22,000.00
Santiam Highway Interchange Illumination	All Required	25,500.00
	Subtotal	$ 47,500.00
	10% Engr. & Cont.	4,750.00
	Total	$ 52,250.00

Length of Project - - - - -18.863 Miles
Cost of Project Per Mile - -$7,573.02

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Signing	$ 90,600.00	$ 83,000.00	$ 7,600.00
Illumination	52,250.00	48,000.00	4,250.00
	$142,850.00	$131,000.00	$ 11,850.00

2 - 25 %
75 %

Oregon State Highway Department

Federal Aid
Project No. I-5-4(36)216

NORTH ALBANY JUNCTION-HALSEY INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 25, 1960

Type Code Y002
Signing (Sta. 1012+00 to Sta. 2008+00)

Removal of Existing Sign Installation	All Required		$ 400.00
52' Sign Bridge with 16' Cantilever	1 only	$6,000.00	6,000.00
Butterfly Sign Structures	3 only	2,300.00	6,900.00
Single Post Sign Structure	1 only	1,975.00	1,975.00
Furnish 8" BP 36# Piling	765 lin. ft.	5.00	3,825.00
Furnish 10" BP 42# Piling	232 lin. ft.	6.00	1,392.00
Drive Steel Piles	44 only	70.00	3,080.00
Metal Sign Posts	All Required (75%)		5,325.00
Wood Sign Posts	All Required (75%)		5,250.00
Type "A" Signs in Place	5003.7 sq. ft.	8.00	40,029.60
Type "B" Signs in Place	42 sq. ft.	8.00	336.00
Type "C" & "D" Signs in Place	1,285.8 sq. ft.	5.00	6,429.00
Type "E", "F" & "G" Signs in Place	239.8 sq. ft.	5.75	1,378.85
Type "J" Signs in Place	4.4 sq. ft.	10.00	44.00
	Subtotal		$ 82,364.45
	10% Engr. & Cont.		8,235.55
	Total		$ 90,600.00

Length of Project . . . . . .18.863 Miles
Cost of Project Per Mile . . .$4,803.05

Federal Funds	$ 83,000.00
State Funds	7,600.00
	$ 90,600.00

Retained in Program Status

	Total Cost	Federal Funds
Illumination	$109,400.00	$ 97,000.00

RECEIVED
DEC 2 - 1963
FORM 2-30
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION N. Albany Jct. - Lane County Line

HIGHWAY Pacific I-5

CONTRACT NO. 5669 GUARANTEE NO. II

CONTRACTOR G. & K Sign Company

MANUFACTURER California Metal Enameling Company
6904 E. Slauson Ave.
Los Angeles, Calif.

DATE MANUFACTURED 1960

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE
15	S 88	Interchange	ALBANY KEEP LEFT	Excessive Fading

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JAN 3 1963
FOR FILING

5669

9

January 2, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On December 14, 1962, you were notified of the release of final payment on contract #5669, awarded to G & K Sign Company, for sign installation on the North Albany Jct.-Lane County Line Section of Pacific Highway in Linn County.

Final payment on this contract is $7,457.20 and the total contract amount is $89,059.06, including $417.85 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: G & K Sign Company
3348 NE 20th Avenue
Portland 12
Oregon

cc: C. H. Maison

RECEIVED
DEC 14 1962
FOR FILING

I --4(36) [illegible]

5669

December 14, 1962

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 5669, awarded to G and K Sign Company for sign installation on the North Albany Jct.-Lane County Line Section of the Pacific Highway in Linn County, was completed October 4, 1962, and was accepted by the State Highway Commission on December 13, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before December 21, 1962.

No claims for labor or material have been filed with us.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
G and K Sign Company
3348 N. E. 20th Avenue
Portland 12, Oregon

United Pacific Insurance Co.
Portland Branch Office
415 S. W. 10th Ave.
Portland 5, Oregon-

Mr. L. H. Young
Mr. C. H. Maison
fp

RECEIVED
DEC 14 1962

FOR FILING
[illegible]

5669

December 13, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed October 4 on Contract 5669. The contract was with The G and K Sign Company and was for sign installation on the North Albany Junction-Lane County Line Section of the Pacific Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 13, 1962, and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

er

RECEIVED
JAN 7 1964

FOR FILING

5669

Hold for
Cooper's letter
76

FORM E-20X—30M—6-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1962

SUBJECT: Contract 5669

To: Mr. P. M. Stephenson
Ass't. State Hwy. Engineer

OFFICE

The G and K Sign Company completed work on Contract No. 5669, North Albany Junction-Lane County Line Sign Installation on the Pacific Highway in Linn County on October 4, 1962. This contract is ready for acceptance by the Commission.

This contract was a part of a Federal Aid project. The Bureau of Public Roads has accepted the contract as a completed part of the project.

Ivan D. Merchant
Bridge Engineer

CAG:vt

cc: Floyd Query ✓
Doug Parkes
C. H. Maison

Surety letter written 12/11/62

(can't find Cooper's letter accepting this contract on 1/3/63)

RECEIVED
1962

FOR FILING

5669

FORM E-30X—90M—9-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
October 9, 1962

SUBJECT: Sign Replacement
N. Albany-Lane Co. Line Section
Pacific Hwy. No. 1
Contract No. 5669

To: I. A. Defrance
Maintenance & Equipment Engineer
BUILDING

The California Metal Enameling Company, porcelain enamel sign supplier for the above mentioned contract, has replaced certain of the signs because of defective porcelain enamel. This replacement has been accomplished using laminated aluminum panels to replace entire signs of extruded aluminum panels.

This contract is still in force; however, it is anticipated that the final estimate will soon be forthcoming and the project closed out.

The information below is listed to facilitate future sign maintenance on this section. The following signs are now constructed of laminated panels rather than extruded panels used throughout the remainder of the contract.

At N. Albany Interchange	Sign No. 9
At S. Santiam Interchange	Signs No. 1, 13, 26 & 27
At Lebanon Road Interchange	Signs No. 1, 3, 5 & D-10-60 for Southbound
At Halsey-Sweethome Interchange	Signs No. 1, 3, 5 & 6
At Diamond Hill Interchange	Signs No. 1 & 3

If you desire further information or assistance please do not hesitate to ask.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DRA:sm
cc: Tom Edwards
J. D. Walker

NOTED
TOM EDWARDS

RECEIVED
25 1962
FOR FILING

FORM E-90X—90M—11-61—40831

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

June 21, 1962

5669

SUBJECT: Signing Revision
North Albany Junction-Lane County
Line Section
Pacific Highway No. 1

To:

W. O. Widdows
Asst. Maintenance Engineer
Highway Shops

It is proposed that the additional message "Albany" be added to existing sign No. 5 on the above named section, as shown on the attached drawings S85 and S86. Please note that the size of the posts must be increased from 8 x 4 B10 to 8 x 4 B15.

Formal approval of this revision was given by the Bureau of Public Roads, May 24, 1962.

The estimated cost of this revision is $500 and should be charged to the 1962 Minor Betterment Funds, "Signing Projects to be Selected".

A letter of June 5, 1962 to Mr. Merchant requested that said sign be accepted from the contractor in order that State Forces might proceed with the revision. It is anticipated that this request will be satisfied prior to the beginning of your work on this sign.

Will you make this revision, notifying Mr. Edwards' office and this office at such time as the work has been completed.

F. B. Crandall
Traffic Engineer

MJD:mgm
Attachment
cc: Tom Edwards
C. H. Maison
I. D. Merchant
I. A. DeFrance
J. D. Walker
H. C. Johnson

NOTED
TOM EDWARDS

RECEIVED
[illegible] 1962
FOR FILING

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

5669

DATE: May 24, 1962

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.4DA Salem, Oregon

SUBJECT: Oregon I-5-4(36)216, Signing - North Albany Interchange

This office concurs with the requested signing changes to the North Albany Interchange signing as outlined in Mr. Edward's letter, dated May 23. These changes are in accordance with the requirements set forth in the AASHO Manual for Signing and Pavement Marking, 1961 Edition.

noted. Edwards

cc [illegible]
[illegible]
5-25-62

RECEIVED
MAY 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1962

5669

March 8, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Polk:

Attached is a copy of two different plans showing proposed temporary sign revision on the route of I-5 at the Lebanon-Corvallis Interchange. This interchange is located within the North Albany Interchange-Lane County Line Section of the Pacific Freeway, Project I-5-4(36) 216.

You will recall your office has previously approved a permanent addition of the route ORE34 to the existing Interstate signs which would be accomplished with extruded aluminum panels for full width of the sign.

This letter is to request approval of the addition of the Oregon route numbers as a temporary expedient until the permanent work can be accomplished. The reason for the two styles of signing is, inasmuch as they are temporary, we would like to consider them in the category of experimental signs and observe their utility and to obtain photographic records of the appearance of the signs.

It is our further intent to make these installations immediately with our own State Forces. Your early attention to this request for deviation of plans on a temporary basis would be appreciated.

I might add further that the drawing showing the use of the route shield in complete silhouette will be placed on the one-mile and breakpoint sign facing northbound traffic. The sign showing the silhouette with a partial background would be utilized facing southbound traffic on the advance exit and breakpoint sign.

Very truly yours,

Forrest Cooper
State Highway Engineer

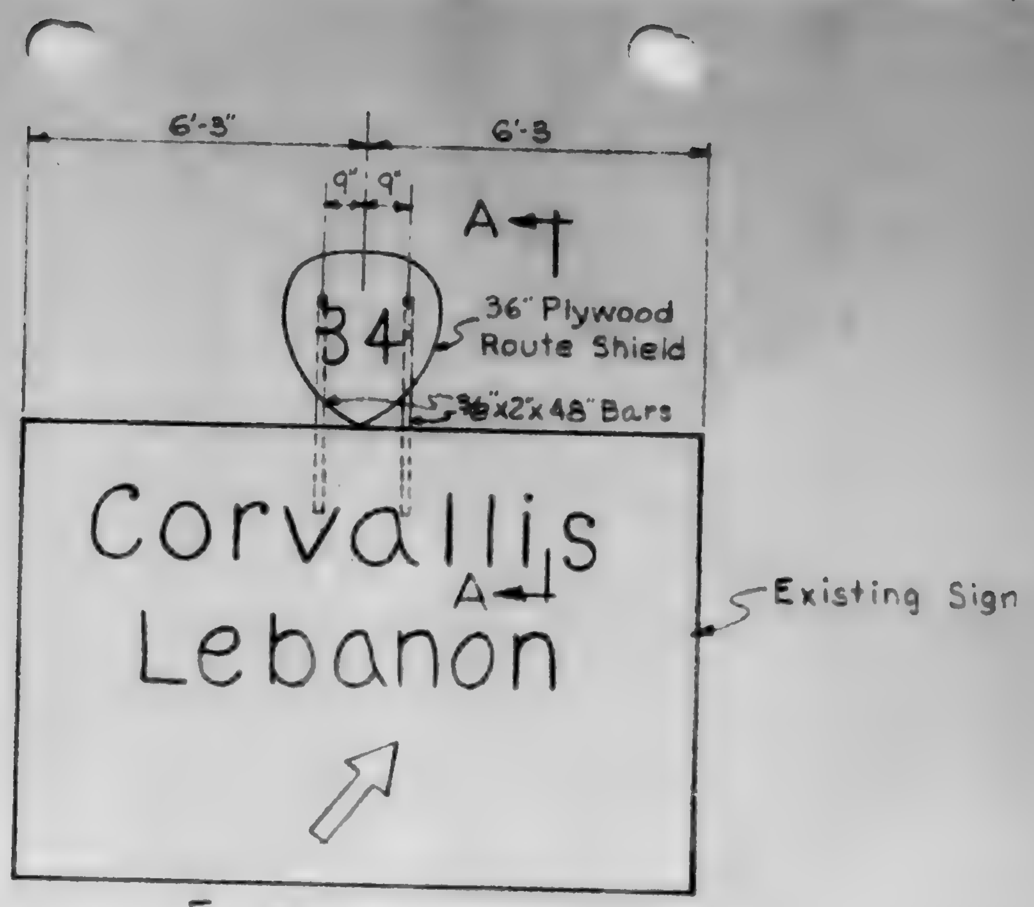
By

Tom Edwards
Assistant State Highway Engineer

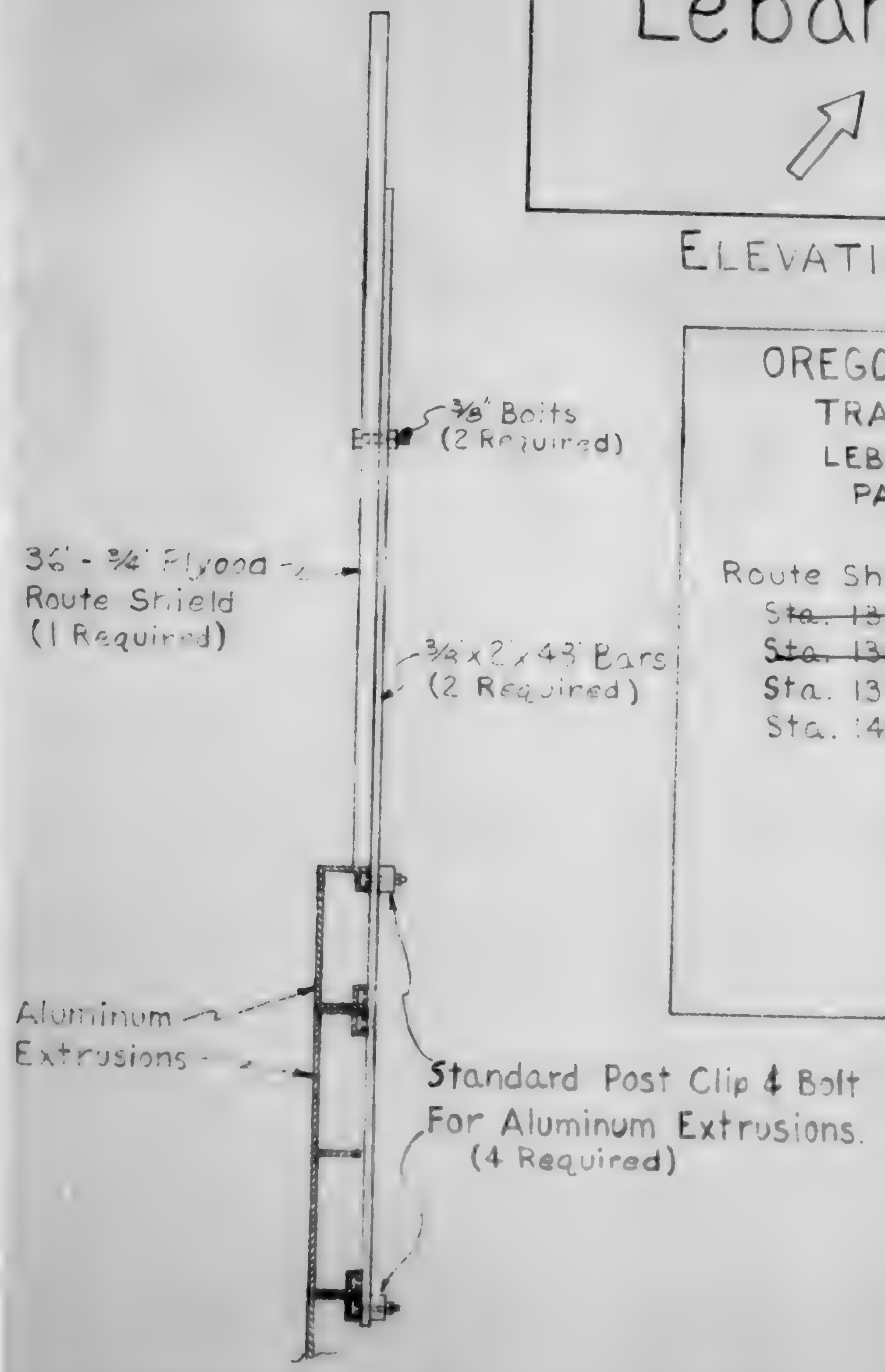
Attach.

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
Ivan Merchant
W. O. Widdows

JAH:njc


6'-3"
6'-3
9"
9"
A
36" Plywood
Route Shield
34
3/8"x2"x48" Bars
Corvallis
A
Lebanon
Existing Sign

ELEVATION

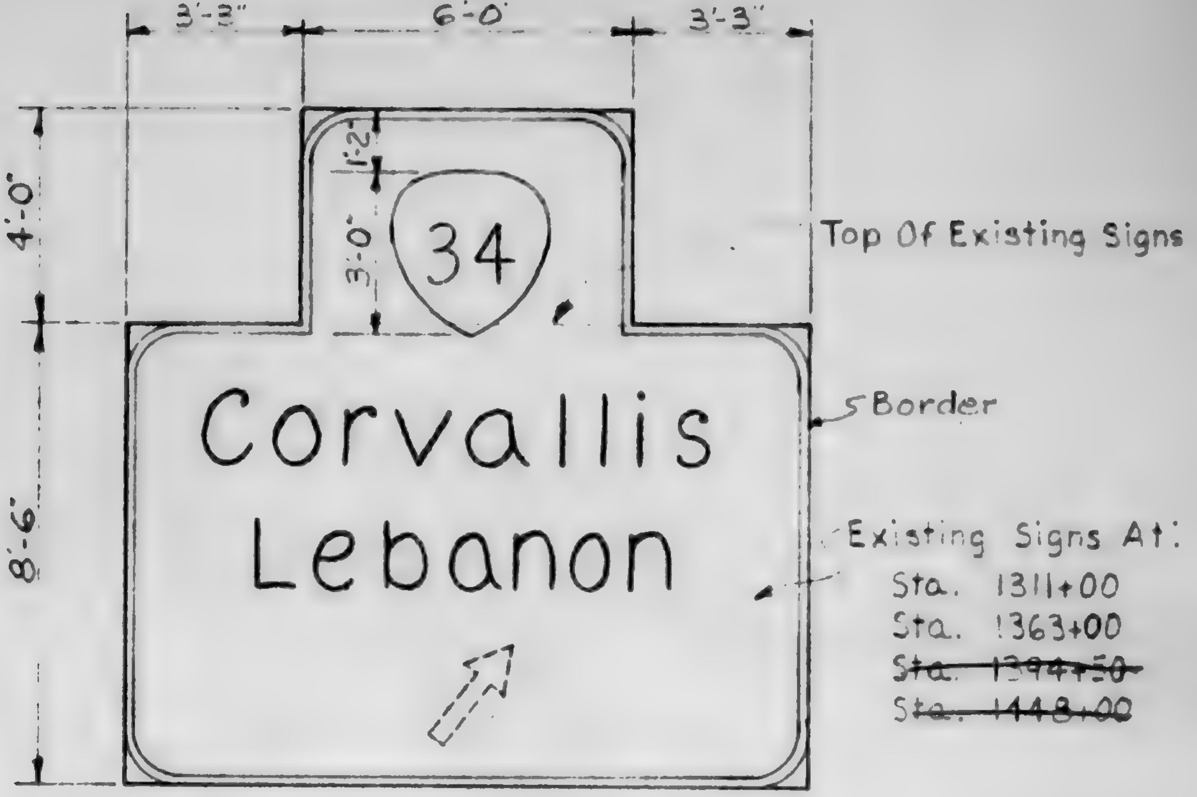

3/8" Bolts
(2 Required)
36" - 3/4" Plywood
Route Shield
(1 Required)
3/8"x2"x48" Bars
(2 Required)
Aluminum
Extrusions
Standard Post Clip & Bolt
For Aluminum Extrusions.
(4 Required)

SECTION A-A
Scale 1½"=1'-0"

OREGON STATE HIGHWAY DEPT.
TRAFFIC ENGINEERING DIV.
LEBANON ROAD INTERCHANGE
PACIFIC HIGHWAY (I-5)

Route Shield Additions For Signs At:
~~Sta. 1311+00 (M.P. 72.03)~~
~~Sta. 1363+00 (M.P. 73.03)~~
Sta. 1394+50 (M.P. 73.61)
Sta. 1448+00 (M.P. 74.62)

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION


3'-3"
6'-0"
3'-3"
4'-0"
1'-2"
3'-0"
8'-6"
34
Corvallis
Lebanon
Top Of Existing Signs
5 Border

Existing Signs At:
Sta. 1311+00
Sta. 1363+00
~~Sta. 1394+50~~
~~Sta. 1448+00~~

PROPOSED TEMPORARY SIGN REVISION
LEBANON - CORVALLIS INTER.
PACIFIC HIGHWAY (I-5)

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5669

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 14, 1961

G & K Sign Company
4480 NE Alameda
Portland 13, Oregon

Attention: E. C. Mattson

Gentlemen:

It is our understanding that you have acquired the old G & K Sign Company which had the North Albany Interchange-Lane County Line Contract Signing Project. (Contract No. 5669) It is, therefore, assumed that you are now the prime contractor on this project. This letter is to advise you that the State will be performing certain sign revisions involving the Interstate 5 and the US99 route shields and also the "Yield" signs wherever they might appear in the above mentioned contract.

We further wish to notify you that through this letter we are accepting these route shields and the "Yield" signs, however, any and all future maintenance, involving these two types of signs during the life of your contract, will be the responsibility of the State.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by

F. B. Crandall
Traffic Engineer

LEG:mm;nc

bc: Tom Edwards
W. O. Widdows
J. D. Walker
Jack Davis
C. G. Polk

RECEIVED
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1961
FOR FILING

FORM [illegible]

COMMISSIONERS
M. K. Mc[illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 2, 1961

Mr. C. G. Polk
Division Engineer
US Bureau of Public Roads
477 Cottage, NE
Salem, Oregon

Dear Mr. Polk:

Reference is made to Project I-5-4 (36) 216, North Albany Junction-Lane County Line Section of the Pacific Highway, Lane County, Oregon.

The State Highway Commission at its meeting of June 27, 1961 established a new Oregon Route known as "ORE34" over the Lebanon-Corvallis Highway. This will require an adjustment in the sign installation for the Lebanon Road Interchange at the Pacific Freeway as shown on TED Drawing No. S-89, Sheet 5 of 24, on the above subject project.

I attach hereto a copy of this drawing and also a copy of a special drawing showing sign revisions for the Lebanon Road Interchange. We respectfully request permission to accomplish these changes, the work to be accomplished, it is anticipated, will be let to contract with the signing project on the Illahee-N Albany Section. This project we also anticipate completing the "pickup" signing such as stream names, county lines, road names, etc., on the Albany-Eugene Section of the Pacific Freeway.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

by

F. B. Crandall
Traffic Engineer

JAH:njc
cc - G. S. Paxson
R. L. Porter

NOTED

RECEIVED
AUG 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

IVED
22 1961
OR FILING

I-5-4 (36) 216

5669

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1961

SUBJECT:

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
DEPARTMENT

926

Reference is made to Assignment #926 in which you request that Junction City be added to the large direction signs for southbound traffic at the Diamond Hill Interchange (Harrisburg) on the Freeway.

We were obliged to send east for some materials to make this addition, but the correction was made on April 4, 1961. The correspondence got tangled up with the plans and only came to light yesterday, which is the reason for my being so tardy in making my report.

W O Widdows
W. O. Widdows
Assistant Maintenance Engineer

WOW:nk

cc Mr. F. B. Crandall

RECEIVED
MAY 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
FEB 3 1961
FOR FILES

FORM CD-121
(9-22-59)

UNITED ST ES VERNMENT

Memorandum

S. I ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

I-5-4(36)216 & 5-4(30)204

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5669

DATE: February 2, 1961

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

By: DMEmrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Projects I-5-4(30)204 and I-5-4(36)216
Sign Installation on North Albany-Lane County Line
Contract No. 5669

Reference is made to Mr. Paxson's letter of January 31, 1961, regarding the progressive deterioration of the porcelain enamel surface on the type "A" signs installed on subject project.

We are cognizant of the problems encountered with the type "A" panels furnished for this contract and are in full agreement with the 90-day test period as suggested in Mr. Paxson's letter.

NOTED
C. G. [illegible]

RECEIVED
FEB 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 1961
FOR FILING

I-5-4(36)216
I-5-4(30)204
5669

January 31, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Signing Installations on
North Albany-Lane County
Line Section of Pacific
Highway
FAP No.s I-5-4(36) and
I-5-4(30)
Contract No. 5669

Dear Sir:

Several inspections have been made of the Type "A" (porcelain enamel on aluminum) signs on the above projects. It appears that there is a progressive deterioration of the porcelain enamel surface. Because of this condition, it is proposed to forego further work on these installations, such as replacement of rejected panels, for a period of 90 days.

The workday count on this contract has been stopped pending receipt of replacement panels. Because of the progressive deterioration of the sign surface, it is believed that it is in the interest of the State and your office to postpone final replacement and acceptance for the 90-day period so as to allow complete failure for the surface on any sign which has a tendency to fail.

Your approval is requested in this arrangement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. F. B. Crandall

VPJ:PK ae

RECEIVED

JUNCTION CITY
CHAMBER OF COMMERCE

P. O. Box 401 Junction City, Oregon

1-5-4 (36) 216
5667

January 5, 1961

State Highway Department
State Highway Building
Salem, Oregon

Attention Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Mr. Paxson,

Thank you for your letter of December 30 regarding the addition of the name "JUNCTION CITY" to the sign at the Diamond Hill Interchange on the Pacific Highway. We had received Mr. P. M. Stephenson's letter of November 16 indicating that the Sign Department had been instructed to proceed with revision of the sign, and we had understood from our telephone conversation with him on December 8 that the extrusions had been ordered and were expected to arrive soon from Los Angeles. Consequently, upon receiving your letter of December 30, we were greatly astonished to learn that such was not the case, and that further delay would be involved in obtaining the sign materials.

As foreseen when we wrote our letter of November 1, 1960, there have been numerous instances in which out-of-town people have driven south on the new freeway as far as Eugene, seeking the exit for Junction City. Not only have these travelers been inconvenienced in having to retrace their steps to Junction City, but also local business concerns, particularly motels and service stations, have lost vital trade because the "JUNCTION CITY" indicator sign has not been installed. It is therefore a matter of great urgency that the sign be installed at the earliest possible time. In view of the length of time already elapsed since our first request for the change, we trust that the installation will be given priority by your department.

NOTED
G. S. PAXSON

Sincerely yours,
David S. Montgomery
David S. Montgomery
President

RECEIVED
JAN 6 1961
OREGON
STATE HIGHWAY COMMISSION

[illegible]
1/6/61.

JUNCTION CITY
CHAMBER OF COMMERCE

P. O. Box 401 Junction City, Oregon

1-5 4(26) 216
5-67

January 5, 1961

State Highway Department
State Highway Building
Salem, Oregon

Attention Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Mr. Paxson,

Thank you for your letter of December 30 regarding the addition of the name "JUNCTION CITY" to the sign at the Diamond Hill Interchange on the Pacific Highway. We had received Mr. P. M. Stephenson's letter of November 16 indicating that the Sign Department had been instructed to proceed with revision of the sign, and we had understood from our telephone conversation with him on December 8 that the extrusions had been ordered and were expected to arrive soon from Los Angeles. Consequently, upon receiving your letter of December 30, we were greatly astonished to learn that such was not the case, and that further delay would be involved in obtaining the sign materials.

As foreseen when we wrote our letter of November 1, 1960, there have been numerous instances in which out-of-town people have driven south on the new freeway as far as Eugene, seeking the exit for Junction City. Not only have these travelers been inconvenienced in having to retrace their steps to Junction City, but also local business concerns, particularly motels and service stations, have lost vital trade because the "JUNCTION CITY" indicator sign has not been installed. It is therefore a matter of great urgency that the sign be installed at the earliest possible time. In view of the length of time already elapsed since our first request for the change, we trust that the installation will be given priority by your department.

NOTED
G. S. PAXSON

Sincerely yours,

David S. Montgomery

David S. Montgomery
President

RECEIVED
JAN 6 1961
OREGON
STATE HIGHWAY COMMISSION

1/6/61.

RECEIVED
DEC 30 1960
FOR FILING
1-5-4(36)216
5669

December 30, 1960

Mr. David S. Montgomery, President
Junction City Chamber of Commerce
Post Office Box 401
Junction City, Oregon

Dear Mr. Montgomery:

On November 1 you wrote to this office in regard to changing the signs at the Diamond Hill Interchange on the Pacific Highway to indicate the exit to Junction City. We have studied this matter and have discussed it with the Bureau of Public Roads, which has over-all control of the signing on interstate highways. We now have Bureau approval and will add the name "JUNCTION CITY" to the signs for southbound traffic at this point.

These signs are constructed of porcelainized aluminum, and such materials as are necessary to make the addition "JUNCTION CITY" will have to be ordered. This will consume some time, and it may be awhile before we are able to implement the change in the field.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. F. B. Crandall
Mr. J. D. Walker
Mr. W. O. Widdows

FBC:njc ae

RECEIVED

FORM E-30X 50M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1960

SUBJECT: Proposed Changes in Guide Signs
Diamond Hill Interchange
Pacific Highway

To: W. O. Widdows
Ass't. Maintenance Engineer
HIGHWAY SHOPS

You received a copy of Mr. Paxson's letter of December 16 to Mr. C. G. Polk, of the Bureau of Public Roads, in regard to the above subject. There is attached a machine copy of Mr. Polk's answer to this letter wherein it is indicated that the Bureau of Public Roads approves the proposed changes.

I believe that you are already proceeding to gather material to make these changes and as soon as the sign contract has been accepted, will you make the changes at your earliest convenience. We will notify you when the contract has been completed.

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachment
cc: G. S. Paxson ✓
~~J. D. Walker~~

RECEIVED
DEC 30 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

RECEIVED
[illegible] 1960
FOR FILING

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: December 22, 1960

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon
I-5-4 (30) 204

SUBJECT: Signing Addition - Diamond Hill Interchange
Oregon Project I-5-4(30)204

Reference is made to Mr. Paxson's letter of December 16, 1960 requesting our approval of an additional destination "JUNCTION CITY" to be added to the southbound advance exit sign and the southbound exit direction sign at the Diamond Hill Interchange. Your plan is to accomplish this work by State forces without Federal participation.

Your proposal appears to be in conformance with the manual on Uniform Traffic Control Devices. We therefore concur in your request provided proposed signing additions are accomplished to standards set forth in the American Association of State Highway Officials Manual for Signing and Pavement Markings of the National System of Interstate and Defense Highways.

RECEIVED
DEC 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1960
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1960

SUBJECT:

Interstate **To:** Mr. Stephenson

917

Mr. David S. Montgomery, President of the Junction City Chamber of Commerce, called this date and wanted to know what action had been taken on their request for a sign at the Diamond Hill Interchange.

In talking to Mr. Crandall, it seems that the Traffic Division is recommending against such a sign, but, whatever the decision is, Mr. Montgomery should be notified.

R. L. Porter

R. L. Porter

RLP:fn

NOTED
P. M. STEPHENSON

JUNCTION CITY
CHAMBER OF COMMERCE

P. O. Box 401 Junction City, Oregon

November 21, 1960

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention Mr. P. M. Stephenson
Assistant State Highway Engineer

Dear Mr. Stephenson,

Thanks kindly for your letter of November 16, informing us that the Sign Department has been instructed to revise the Diamond Hill Interchange sign to indicate the exit to Junction City. Please accept our thanks for the prompt manner in which this matter has been taken care of.

Sincerely yours,
David S. Montgomery
David S. Montgomery
President

NOTED

RECEIVED
NOV 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1960
FOR FILING

November 16, 1960

117

Mr. David S. Montgomery, President
Junction City Chamber of Commerce
P. O. Box 401
Junction City, Oregon

Dear Sir:

Reference is made to your letter of November 1 and our reply of November 3, in regard to your request for a sign at the Diamond Hill Interchange on Interstate Highway No. 5 to indicate the exit to Junction City.

We are instructing our Sign Department to proceed with revision of this sign so as to include the name of Junction City.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. W. O. Widdows

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1960

SUBJECT: Request for Signing to Junction City at Diamond Hill Interchange on I5
PMS 917

To: P. M. Stephenson
Assistant State Highway Engineer
BUILDING

We cannot accommodate this request for directional indication to Junction City at Diamond Hill Interchange if we cleave to signing policy as has been established and which has been mutually agreed upon between ourselves and the Bureau. We have one of several "ground rules" which applies, to the effect that in signing off the Interstate we will use for destination name the nearest corporate city--in this case, Harrisburg. I think this is something which we are going to have to hold the line on or else we will get ourselves in trouble.

Undoubtedly, the turn-off at Diamond Hill would be a logical one for anyone southbound and destined for Junction City. I think, however, our only answer on this is that a person so destined would have to do a little figuring themselves to the extent of knowing that to make such maneuver they must proceed to Harrisburg enroute to Junction City.

F. B. Crandall

F. B. Crandall
Traffic Engineer

FBC:bf

RECEIVED
NOV 1[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
[illegible] 1960
[illegible]

November 3, 1960

Mr. David S. Montgomery, President
Junction City Chamber of Commerce
P. O. Box 401
Junction City, Oregon

Dear Sir:

Your letter of November 1, in which you requested a sign at the Diamond Hill Interchange on Interstate No. 5 to indicate the exit to Junction City, has been referred to our Traffic Division for consideration.

Thank you for calling this to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. F. B. Crandall

JUNCTION CITY
CHAMBER OF COMMERCE

P. O. Box 401 Junction City, Oregon

November 1, 1960

State of Oregon
Highway Department
Salem, Oregon

Gentlemen,

On the new section of the Freeway which is soon to be opened south of Halsey, the access to Harrisburg, Junction City and Highway 36 to the coast is by way of Diamond Hill Road, which goes directly into Harrisburg. We have been informed that the directional sign at the Freeway - Diamond Hill junction bears the inscription "Exit Harrisburg", without any mention of Junction City or the Oregon Coast Highway via Highway 36. Inasmuch as the only southbound access to Junction City is through Harrisburg, it appears that such a serious oversight should be corrected to prevent considerable inconvenience to people going south to Junction City and the Coast Highway. Otherwise, they will find themselves having to double back from the vicinity of Eugene, many miles out of their way.

Your prompt attention to this matter is recommended and requested.

Very truly yours,

David S. Montgomery

David S. Montgomery
President

RECEIVED
NOV - 3 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 19 1960
FOR FILING
I-5-4(36) 204

5669

N

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

The Chamber of Commerce of the city of Junction City has asked that we direct traffic southbound on US99 to Junction City at the Diamond Hill interchange, which, at the present time, carries only Harrisburg as a destination. We wish to comply with the request.

Your approval is requested for a plans change in the signing installation on the North Albany-Lane County Line Section, Pacific Highway, FAP Nos. I-5-4(36) and I-5-4(30) 204, Contract No. 5669. The proposed change involves the addition of "JUNCTION CITY" to signs Nos. 1, 3 and 11 at the Diamond Hill Interchange as shown on Drawing S-91. The addition to sign No. 11 will consist of the addition of a third fingerboard. The additions to signs Nos. 1 and 3 will consist of lengthening the post, increasing the height of the sign so as to allow "JUNCTION CITY" to be placed below "HARRISBURG" on the signs. It is planned that this will be done by State forces as a nonparticipating item.

Your approval of the above plans change is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams, Mr. F. B. Crandall, Mr. Ivan Merchant,
Mr. J. D. Walker, Mr. W. O. Widdows

VPJ:pk ae

RECEIVED
MAY 27 1960
FOR FILING

T-5-D(36)1216

5669

FORM 2-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I LINDAS
CHIEF COUNSEL

A

May 27, 1960

G and K Sign Company
3348 NE 20th Avenue
Portland 12
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5669, awarded April 21, 1960, for sign installation on the North Albany Jct.-Lane County Line Section of Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

A

RECEIVED
1960
FOR FILING

I-5-4(36)216-

5667

FORM E-123-X 50M 6-

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 24, 1960

Mr. E. Reznick
Traffic Safety Supply Company
2324 SE Umatilla Street
Portland 2, Oregon

Dear Mr. Reznick:

Attached is your copy of the production specifications for the signs on the North Albany Junction-Lane County Line Sign Installation, Job No. 8813. The specifications have been examined and appear to be complete and accurate.

In regard to your specific mention of Sign No. 3 on T.E.D. Drawing No. 392, we do not at this time know what mileage will be used on the sign. Would you, therefore, leave space on the sign board for the addition of two numbers at some later date. The numbers will be supplied and attached by the State and are not to be considered part of your contract.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

RLS:jj
bc: G. S. Paxson
Attachment

RECEIVED
MAY 24 1960
OFFICE OF
STATE HIGHWAY ENGINEER

TED

RECEIVED
APR 25 1960
FOR FILING

I 5-4(36)216
I 5-4(30)204
5669

A

April 22, 1960

G & K Sign Company
3348 N. E. 20th Avenue
Portland 12, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5669 for the North Albany Junction-Lane County Line Sign installation project in Linn County.

This award was based on your bid of $88,996.45, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
[illegible]

FOR FILING
I 5-4(36)216 +
I 5-4(30)204
5669

A

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5669 for Oregon Project I-5-4(36)216, North Albany Jct.-Halsey Interchange Section (Signing), Pacific Highway, to G & K Sign Co. of Portland, Oregon, low bidder in the total amount of $88,996.45 for this project and Project I-5-4(30)204, at the April 19, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Baxter

A

RECEIVED
[illegible] 1960
FOR FILING
I-5-4(36)216
5669

When replying, refer to:
06-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5669 for Oregon Project I-5-4(30)204, Halsey Interchange-Lane County Line Section (Signing), Pacific Highway, to O & K Sign Co., of Portland, Oregon, low bidder in the total amount of $88,996.45 for this project and Project I-5-4(36)216, at the April 19, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED
APR - 6 1960
FOR FILING
I-5-4(36)216
5669

When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

April 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(36)216, North Albany Junction-Halsey Interchange Section, Pacific Freeway (Sign Installation).

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

Porter

NOTED

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I 5-4(36)216-
5669

When replying, refer to
08-35.4

408 State Highway Building
Salem, Oregon

April 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(30)204, Halsey Interchange-Lane County Line Section, Pacific Freeway (Signing).

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

Porter

NOTED
FORREST COOPER

F-326(7) Juntura-Horseshoe Bend 1960
Sec. of Central Ore. Hwy.
#5670 FOLDER #2

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F-336 (7)

5670

August 31, 1962

N. A. Toole Construction Company
1235 S. W. 2nd Avenue
Ontario, Oregon

Attention: Mr. N. A. Toole

Gentlemen:

In your letter of August 27 you inquire as to the status of Contract No. 5670 awarded to C. R. O'Neil.

Our records indicate this contract was completed June 13, 1961, and was accepted by the Commission, September 15, 1961. Final and post-final payments have been made. We are advised that no further monies are due the contractor on this project.

Our records also show that in August of 1961 you filed with the Secretary of State claims against this contract in the amount of $2,720 and $3,481.05. We notified the surety that the final payment would be made on or after January 5, 1962, and that the post-final payment in the amount of $2,560 would be made within a few days after February 28, 1962.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

N. A. TOOLE CONSTRUCTION CO.
1235 S.W. 2ND AVENUE
ONTARIO, OREGON

TELEPHONE: TUcker 9-6282

August 27, 1962

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please let us know the status of Contract No. 5670, Juntura - Horseshoe Bend Project, Malheur County, Oregon, C. R. O'Neil, Contractor.

We still have an amount of approx. $ 6,000.00 due us from work performed as a sub-contractor on this project. We furnished the crushed materials.

Mr. O'Neil has informed me that he still has money due him from the State Highway Commission on this project.

I would appreciate any information you can give me regarding the finaling-out of this contract No. 5670.

Very truly yours,

N A Toole

N. A. Toole

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STATE HIGHWAY COMMISSION

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May 22, 1962

Mr. C. R. O'Neil
General Contractor
Rt. 2, Box 95
Creswell, Oregon

Re: Juntura-Horseshoe Bend
Contract #5670

Dear Sir:

This is in reply to your letter of February 27, 1962, protesting charges for railroad flagging and inspection on Contract #5670.

You have stated that you were furnished with an estimate of $4,500.00 as the total cost of the flagging and inspection on this project. Please refer to page C of the section titled "Relations with Railroad Company" of the contract which states "The railroad will, upon request, furnish prospective bidder with an estimate of the cost of the protective service which will be required, but such estimate shall be understood to be approximate only and no guaranty is made that the total cost of such protection will not be in excess of the estimated amount. The determination of the cost of protective service to be used as a basis for the submitting of the bids shall be the responsibility of the prospective bidders." This paragraph clearly states the responsibility for determining the cost of protective services.

The hours on the railroad company's bill do not agree with the hours worked by the contractor as railroad employees' pay is based on a seven day work week and billed accordingly. Union regulations required that advance notice be given before a railroad employee can be removed from a job. It is not reasonable to assume that the railroad would have personnel ready and available at all times and assume the cost if the contractor is not working. The railroad company cannot control the operations of the contractor and therefore must provide personnel on a continuing basis.

The contract specifications state that the contractor is liable for the expenses of the employees. Page B of the "Relations with Railroad Company" states that the railroad will provide such personnel, supplies, equipment and material as it considers necessary to protect their property and that such protective services shall be at the sole expense of the contractor. The per diem cost for personnel is required by the Union contract and is not unreasonable for the period of time involved.

The detailed breakdown of charges which you requested is not available in this office. Attached is a monthly breakdown of flagging and engineering inspection charges as furnished by the Portland Office of the Union Pacific. This work was done by the Idaho Division of the Railroad. The detail records are available for inspection at the company's office at Pocatello, Idaho.

These bills have been approved by the Resident and Division Engineer. Payment has been made to the Railroad in accordance with the special provisions of the contract, sums sufficient to cover the cost of railroad protective services have been deducted from the final pay estimate. If you can produce evidence that the railroad bill is incorrect, we will initiate a claim against the railroad.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Auditor

cc: G. S. Paxson
General Files
I. Merchant

DFW:sr

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
[illegible]
[illegible]

2525 NO. LARRABEE AVE
PORTLAND 17 OREGON

MARCH 22, 1962

File Ref. D 322 - 0 - 8
W.O. S-4937 OW

Mr. Duane Wolfe,
Administrative Assistant
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

In response to your recent telephone request made to Mr. Tabor of my office concerning identity of Railroad personnel providing Railroad inspection and flagging service in connection with construction of the Juntura-Horseshoe Bend Section of Central Oregon Highway in Malheur County, I am able to supply you the following information:

Inspection service was provided by Railroad's Bridge and Building Inspectors on above project as outlined below:

A. Olsen, Jr.	36	hrs.	June 27-30, incl., 1960
" "	248	"	July 1960
" "	168	"	Aug. 1-20, incl., 1960
P. F. Whitten	92	"	Aug. 21-31, incl., 1960
" "	152		Sept. 1960
" "	232		Oct. 1960
" "	128		Nov. 1-11, incl. & 26-30, incl., 1960
J. R. Derricott	112		Nov. 12-25, incl., 1960
P. F. Whitten	248		Dec. 1960
" "	248		Jan. 1961
" "	224		Feb. 1961
" "	248		March 1961
A. Olsen, Jr.	232		April 1961
" "	152		May 1-19, incl, 1961

Railroad costs for the above inspection service were covered in Railroad's Bill No. 918414, November 10, 1961, and copies of this bill were furnished to you with my letter of November 22, 1961.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER

2529 NO. LARRABEE AVE
PORTLAND 17, OREGON

MAY 15, 1962

File Ref. D 322 - 0 - 8
Work Order 3-4937 OW

Mr. Duane Wolfe,
~~Administration Assistant~~
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Wolfe:

Please refer to your recent telephone conversation with Mr. Tabor of my office, and my letter of March 22, concerning Railroad inspection and flagging service in connection with construction of the Juntura-Horseshoe Bend Section of Central Oregon Highway in Malheur County. The second page of my letter of March 22 outlining Railroad flagging service, should be corrected to read as follows:

Flagging service provided by Railroad's Sectionmen L. W. Rickey and T. L. Barr:

July 1960	Combined	Total	35	Hours
September 1960	"	"	64	"
October 1960	"	"	339	"
November 1960	"	"	336	"
December 1960	"	"	336	"
January 1961	"	"	83	"
February 1961	"	"	24	"

Yours very truly,

G. H. Baker,
Superintendent

RECEIVED
MAY 1 1962
FOR FILING

E-326(4)

April 17, 1962

Juntura-Horseshoe Bend
Contract No. 5670

FINAL COST ANALYSIS
Grading, Paving and Structure
Contractor: C.R. O'Neil
Resident Engineer: L.C. Johnson

Central Oregon Highway
Prefix No. 23-1091

Item 5670	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	1	Lump	10,000.00	8,103.45	8,103.45	10,000.00
Drainage Excav., Unclass.	289.61	Cu.Yd.	3.00	1.05	302.47	868.83
General Excav., Unclass	141,599.70	Cu.Yd.	0.95	0.87	122,770.21	134,519.72
Short Overhaul	204,683.30	Yd.Sta.	0.015	0.013	2,668.69	3,070.25
Long Overhaul	1,859	C-Yd.Sta.	0.40	0.35	646.34	743.60
Finish R.B. & Slopes	3.1	Mile	1,000.00	348.13	1,079.19	3,100.00
Rounding Cutbanks	2,410.	Lin.Ft.	0.20	0.07	167.79	482.00
18" Corr.Mtl.Pipe	290	Lin.Ft.	4.95	4.88	1,415.51	1,435.50
36" Corr.Mtl.Pipe	30	Lin.Ft.	13.20	13.29	398.76	396.00
78" Corr.Mtl.Pipe	6	Lin.Ft.	62.50	62.07	372.39	375.00
6" Perf.Mtl.Dr.Pipe	160	Lin.Ft.	2.00	1.91	306.52	320.00
Special Backfill in Drains	8.10	Cu.Yd.	10.00	9.10	73.72	81.00
Salvaging Culvert Pipe	82	Lin.Ft.	4.00	3.56	291.68	328.00
****Class "A" Concrete	15.82	Cu.Yd.	80.00	80.79	1,278.25	1,265.60
****Metal Reinforcement	2,423	Lb.	0.14	0.14	342.61	339.22
***Metal Guardrail	8,577.10	Lin.Ft.	2.39	2.54	21,758.99	20,499.27
***Guide Posts, Type W-2	95	Only	6.50	6.56	623.67	617.50
**Coarse Cr.Mat'l in Base	27,080.21	Ton	1.50	2.00	54,138.39	40,620.32
**3/4"-0 Mat'l in Base	8,397.79	Ton	1.60	2.00	16,797.14	13,436.46
*&**Sprinkling	1,838.50	M-Gal.	2.50	2.38	4,382.50	4,596.25
*Preparation of Base	3.10	Mile	150.00	59.23	183.62	465.00
*&**3/4"-0 Mat'l in Binder	351	Cu.Yd.	3.10	3.72	1,305.46	1,088.10

Final Cost Analysis - Contract No. 5670
Juntura-Horseshoe Bend Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*&**Furnish & Place Aggregate	1,089	Cu.Yd.	4.00	3.66	3,982.88	4,356.00
*MC-2 Asphalt	56.30	Ton	55.00	55.41	3,119.87	3,096.50
*120-150 Asphalt	60.27	Ton	52.00	53.11	3,201.37	3,134.04
*RS-1 Asphalt	22.85	Ton	55.00	55.72	1,273.41	1,256.75
*Extra for Oiling Approaches	6	Only	25.00	7.12	42.73	150.00
*&**Asphaltic Concrete Mixture	8,199.95	Ton	4.50	4.38	35,899.78	36,899.78
*Asphaltic in Mixture	449.22	Ton	42.00	42.26	18,985.19	18,867.24
***Type 1 Fence	310.61	Rod	5.75	5.81	1,803.87	1,786.01
****Shoring, Cribbing, etc.	1	Lump	12,000.00	12,120.00	12,120.00	12,000.00
****Structural Excavation	863.33	Cu.Yd.	10.00	10.10	8,719.63	8,633.30
****Structural Excavation below elevation shown	48.69	Cu.Yd.	15.00	15.15	737.65	730.35
****Furnish Steel Piling	437	Lin.Ft.	5.00	5.05	2,206.85	2,185.00
****Drive Steel Piles	16	Only	100.00	101.00	1,616.00	1,600.00
****Class "A" Concrete	1	Lump	70,000.00	70,700.00	70,700.00	70,000.00
****Metal Reinforcement	1	Lump	35,000.00	35,347.61	35,347.61	35,000.00
****Structural Steel	1	Lump	46,000.00	46,460.00	46,460.00	46,000.00
****Metal Parapet Railing	744	Lin.Ft.	8.00	8.08	6,011.52	5,952.00
****8" Standard Steel Pipe	87.81	Lin.Ft.	5.00	5.05	443.44	439.05
****8" Metal Drain Pipe	60	Lin.Ft.	4.00	4.04	242.40	240.00
PA#1 36" Concrete Pipe	32	Lin.Ft.	15.95	15.80	505.45	510.40
Liquidated Damages	13	Day	160.00			-2,080.00
R.R. Flagging & Protection	1	Lump	14,331.09			-14,331.09
**** Class "A" Concrete Adj.	8.5	Cu.Yd.	67.89	68.57	582.88	577.11

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**** Metal Reinf., Adj.	1,753	Lb.	0.1371		-240.00	-240.34
FA1 Force Account (State participation in flagging					7,696.38	3,502.16
FA2 Directional Signing					667.64	721.63
FA3 Riprap Slope Protection					681.13	619.52
					501,445.01	480,253.03

	Gross Revenue	Total Cost	Net Profit	Net Loss	% Profit	% Loss
C.R. O'Neil	351,637.50	358,798.81		7,161.31		2.03
*J.C. Compton	57,374.46	53,549.70	3,824.76		6.66	
**N.A. Toole	71,241.07	89,096.50		17,855.43		25.06
Total Project	$480,253.03	$501,445.01		$21,191.98		4.41

Work done by others:

***Highway Steel Corporation (All or in part)

****George E. Berry (All or in part)

DETAIL OF COST - Contract No. 5670

Labor:				
Labor and Supervision			$ 49,593.21	
Labor Insurance			5,321.38	
Health, Welfare, Pension, Travel, Transportation			6,589.75	$ 61,504.34
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			61,281.46	
Equipment Rental, Hired Without Operator			960.54	
Gasolene, Oil and Grease			7,481.95	
Bond			1,125.61	
Bond, Reilroad			310.32	
Freight and Postage			2,325.22	
Explosives			4,598.44	
Home Office and General Overhead			1,598.43	
Move In			4,552.00	
P.L. and P.D. Insurance			543.33	
Small Tools and Miscellaneous Supplies			1,427.91	86,209.21
Materials:				
18" CMP and Bands	290 Lin. Ft.	@ $3.40	987.54	
36" CMP and Bands	30 Lin. Ft.	@ $1.10	331.18	
78" CMP and Bands	6 Lin. Ft.	@ $4.61	276.50	
6" Perf. Mtl. Dr. Pipe	160 Lin. Ft.	@ $0.97	155.94	
Special Backfill	8.1 Cu. Yd.	@ $1.48	12.00	
Guard Rail	8,577 Lin. Ft.	@ $1.06	9,073.75	
Guard Rail Posts			3,640.93	
36" Concrete Pipe	32 Lin. Ft.	@ $11.45	366.40	
Directional Signs (FA)			539.12	15,383.36
Work Done by Others:				
Highway Steel Corporation (Guard Rail)			10,980.61	
George E. Berry (Structures)			184,721.29	195,701.90
				$ 358,798.81
Revenue Paid to:				
J.C. Compton			57,374.46	
N.A. Toole			71,241.07	128,615.53
Total Cost to Prime Contractor				$ 487,414.34

Remarks - Contract No. 5670

This was a "Federal Aid Primary Project" consisting of the construction of a 373-foot reinforced concrete deck girder and steel girder bridge; the construction of 3.11 miles of highway roadbed, involving 141,599 cubic yards of roadbed excavation; the construction of 3.11 miles of stone base and shoulders, involving 35,478 tons of crushed materials; the construction of 3.11 miles of asphaltic concrete pavement, involving 8,200 tons of asphaltic concrete; and the construction of 3.11 miles of oil mat wearing surface Type 0-11 modified on highway shoulders and 0.41 mile of oil mat wearing surface Type 0-9 on detour road on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

This project was bid April 19th, awarded April 21, 1960 and completed June 13, 1961.

George Berry, Bridge Contractor, began moving some construction equipment onto the project during the week end May 27, 1960. Excavation for the footings for the west wing wall, erection of false work on Bents 5, 6 and 7 were carried out the following week. Construction on the structure was carried out continuously, more or less, through to completion.

The prime contractor began clearing east of the North Fork Bridge with a tractor-dozer on September 18, 1960. Clearing was continued the following week. Also, two dozers and two DW-21 scrapers were moved onto the project during this same period.

Grading operations were started Monday, October 1st, with the two dozers, two scrapers, and one #12 cat grader. Two flagmen were used to control traffic. This work was started between Stations 80 to 90.

N.A. Toole began moving in his crushing equipment to the quarry area on the south side of the Malheur River, opposite Station 118, during the week ending October 28, 1960. This quarry was of a talus slide material.

On Monday, October 25th, C.R. O'Neil moved in a 2-1/2-cubic yard shovel and one Euclid end dump truck and began excavation at Station 100. A second truck was added to this operation November 15th.

N.A. Toole completed setting up the crushing plant and began crushing and stockpiling 2"-0 material on Friday, November 24th. The material produced the following Monday was rejected due to excessive dirt in the finished product. The contractor changed to a new location in the jut in order to find drier material. The crushing of 2"-0 material was completed January 13, 1961 and changed over to 3/4"-0.

All operations were closed down for the Christmas holidays December 22, work being resumed the following week.

Remarks Cont'd - Contract No. 5670

Because of wet weather, N.E. Toole was forced to move across the river to a new quarry source in order to obtain suitable crushing material. This source shot into good diced material but was difficult to crush, consuming more time in making oiling aggregates than would have been normal. Toole hired George Carliss to haul, place, and process base materials.

O'Neil completed the grading work on March 3, 1961. He removed all his equipment except one DW-21 scraper and one #12 blade which were kept on hand to do any fine grading or clean up that was necessary.

Highway Steel Corporation moved in during the week end of March 3rd and began construction of fencing and guard rail. Their crew consisted of six men, truck mounted auger, and one flatbed truck. Fencing and guard rail were completed March 31st.

N.A. Toole completed crushing March 31st then began disassembling the crushing plant. He removed all his equipment the following week.

J.C. Compton began moving in and setting up his asphalt mixing plant during the week end April 7th. Fifty-six tons of binder were placed April 24th.

During the week ending May 5th, all work on the structure was completed and J.C. Compton maintained the binder. The mixing and placing of asphaltic concrete was started Monday, May 7th, paving was completed Wednesday, May 16th, placing of 3/4"-0 crushed material was begun May 16th. All work required of J.C. Compton was completed May 25th.

Guard rail installation was completed Friday, Jule 16, 1961 completing the project.

This project shows an overall net loss of $21,191.98. This loss was incurred by C.R. O'Neil and N.A. Toole. The loss to C.R. O'Neil was due to two factors: liquidated damage charge and the Railroad flagging charges. The flagging estimate, according to O'Neil, was approximately $4,000 but the bill came to $14,331.09. The work day charge was $2,080.00. The sum of the two is $16,411.09. Subtract the net loss of $7,161.31 and the flagging estimate of $4,000, the balance would then show a net profit of $5,249.78. This would be a net profit of 1.06% of the gross revenue.

N.A. Toole's loss was due to the poor quality of material in the first quarry used, excessive length of dozer feed due to the first reason and the rejection of materials already produced, the extra move to the new quarry, and the difficulty of obtaining the required gradation.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
MAR 29 1962

FOR FILING

[illegible]

5670

March 28, 1962

Northwest Steel Fabricators, Inc.
2000 E. Columbia Way
Vancouver, Washington

Attention: Mr. L. R. Reges

Gentlemen:

Reference is made to your letter of March 26, 1962, regarding final payment on Mr. C. R. O'Neill's contract for construction on the Juntura-Horseshoe Bend Section in Malheur County.

The contract was completed June 13, 1961, and accepted by the State Highway Commission September 15, 1961.

The voucher for final payment was mailed to Mr. O'Neill December 29, 1961, for signature and has not been returned. The payment of $687.07 has not been made. On February 27, 1962, a post final voucher in the amount of $2,560.00 for extension of time and reduction of liquidated damages was mailed to him and has not been returned for payment.

The bonding company was Great American Insurance Co., c/o Wells-Reed, Insurance, 412 Failing Building, Portland 4, Oregon.

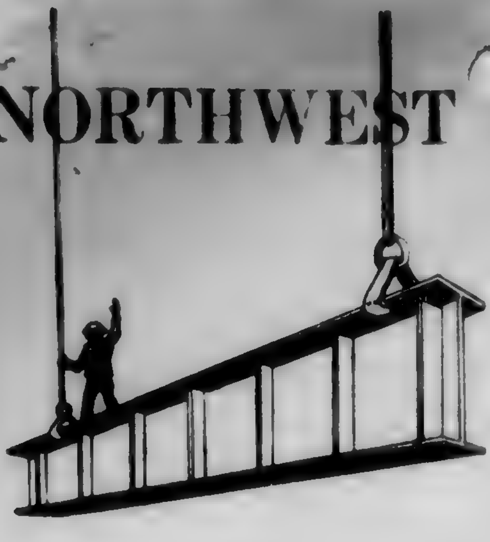
Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb



NORTHWEST STEEL FABRICATORS, INC.

FABRICATED STEEL BRIDGES AND BUILDINGS
2000 E. COLUMBIA WAY
VANCOUVER, WASHINGTON

TELEPHONES:
VANCOUVER AREA CODE 206
OX 5-1261
PORTLAND AREA CODE 503
[illegible]

March 26, 1962

Mr. Ivan Merchant, Bridge Eng.
Oregon State Highway Dept.
Salem, Oregon

Re: Juntura-Horseshoe Bend Section
Malheur County

Dear Mr. Merchant:

Please pass this letter on to the person who can answer it.

Please give us all pertinent information concerning the above contract with C. R. O'Neil, General Contractor. (Date of completion, final payment, bonding company)

We fabricated the bridge steel for George Berry who had a sub contract with Mr. O'Neil, and we havenot as yet received all of our money.

Very truly yours,

NORTHWEST STEEL FABRICATORS, INC.

L R Regez

L. R. Regez

LRR/pb

REFERRED 3/28/62
TO Davies
FOR R/D Reply.
ACTION TAKEN
L. H. YOUNG

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 14 1962

FOR FILING
F-326(7)

5670

2

Salem, Oregon
March 7, 1962

Mr. I. D. Merchant
Bridge Engineer
BUILDING

Attention Mr. C. A. Gardiner

I am attaching a copy of a letter from C. R. O'Neil protesting flagman charges on the Juntura-Horseshoe Bend Section of the Central Oregon Highway, Contract No. 5670.

It may be that a considerable amount of the difference in time between O'Neil's records and the Railroad's records has to do with travel time to and from their headquarters. Will you please dig into this and come up with an analysis of the charges.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper
Mr. F. D. Morgan

FORM E-123-X 80M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 5, 1962

C. R. O'Neil
General Contractor
Route 2, Box 95
Creswell, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of February 27 protesting charges for railroad flagging and inspection on State Highway Contract No. 5670, on the Juntura-Horseshoe Bend Section of the Central Oregon Highway.

Your letter is being forwarded to Mr. Forrest Cooper, State Highway Engineer, for his consideration.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:hl

cc: Forrest Cooper

RECEIVED
MAR 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Paxson

C. R. O'NEIL
GENERAL CONTRACTOR
TWilight 5-2911
Route 2, Box 95
Creswell, Oregon

February 27, 1962

Oregon State Highway Department
Salem, Oregon

Att: Mr. Floyd Query, Sec.

Re: Juntura - Horseshoe Bend
Sec. State Contr. # 5670

Dear Sir:

I wish to protest the charges for railroad flagging and inspection on the above noted project.

At the time of submitting my bid on this project, I had a quotation of $4,500.00 for the entire cost of flagging and inspection, whereas, the amount deducted from estimate # 14 is $14,331.09, an increase of nearly 300% above the quotation which was used for computing my bid.

I, also wish to bring to your attention the hours per month charged by the railroad company as being incorrect. The hours worked by my bridge contractor are as follows, June 1960, 166 Hrs. which was constructing forms, this would not require inspection, July 1960, 153 Hrs. Aug. 1960, 153 Hrs. September 1960, 192 Hrs., October 1960, 163 Hrs., November 1960, 132 Hrs., and December 1960, 147 Hrs., January 1961, 73 Hrs., February 1961, 118 Hrs., March 1961, 172 Hrs., April 1961, 40 Hrs., May 1961, 120 Hrs.

The hours worked on my grading operations are as follows, September 1960, 24 Hrs., October 1960, 200 Hrs., November 1960, 136 Hrs., December 1960, 168 Hrs., January 1961, 152 Hrs., February 1961, 168 Hrs., and March 1961, 56 Hrs.

I wish to mention there was never any flagman or inspectors on the job other than the hours we worked, and about 60% of this time he was not at the site where the work was being performed, for protection of the railroad's property.

I, also protest the hours charged for inspection on this project as being unreasonable, as these same men were inspecting work on other projects at other localities.

I, also protest the mileage charged, due to the fact these men lived in Juntura, which is only one mile from the project.

The contract specifications does not state that the contractor is liable for the personal expenses of railroad employees, yet they have been included and deducted from estimate No. 14.

I believe the entire bill to be completely unreasonable, and I hereby request a complete daily breakdown of the charges, as to the employees name, and the hours of inspection or flagging, also, of the mileage charge.

In view of the above noted facts, I refuse to sign the final estimate.

Very truly yours,

C R O'Neil

C. R. O'Neil

CRO:cp

RECEIVED
MAR 6 1962

FOR FILING

F-326(7)

5670

March 5, 1962

C. R. O'Neil
General Contractor
Route 2, Box 95
Creswell, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of February 27 protesting charges for railroad flagging and inspection on State Highway Contract No. 5670, on the Juntura-Horseshoe Bend Section of the Central Oregon Highway.

Your letter is being forwarded to Mr. Forrest Cooper, State Highway Engineer, for his consideration.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:hl

cc: Forrest Cooper

RECEIVED
MAR 1 1962
FOR FILING

F-231( )

5670

February 28, 1962

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment in the amount of $2,560.00 will be made to C. R. O'Neil on contract #5670 for grading-paving-structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $480,253.03, including the post-final payment. Of the total, $4,843.31 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

RECEIVED
FEB 19 1962
FOR FILING

5670

#5

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5670 Contractor C. R. O'Neil

Highway Central Oregon

Section Juntura-Horseshoe Bend

Kind of Work Grade, Pave and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows: ~~In PART, 16 additional days are recommended for the following reasons: (1). 4 days were charged when the work was temporarily suspended. (2). 6 days are recommended for overrun in excavation quantities. (3). 2 days are recommended for failure of the State to supply the contractor with guard rail quantities. (4) 2 days are recommended for delays in presenting the contractor the box culvert design. (5) 2 days are recommended for delays occurred due to the time it took the telephone company to move its lines.~~ Four days are recommended to cover work days charged on March 16, 17, 20, and 21 during which time the contractor was prevented from performing the major portion of the work, 6 days because of overrun in yardage, 2 days because of delay in furnishing guardrail quantities, 2 days because of delay in furnishing culvert [illegible] quantities and 2 days because of delay

Jan 19, 1962 for 16 days

Recommended for Approval:

A. F. Parson
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	5670
Project designation (State-Federal)	F-326(7)
Date awarded	April 21, 1960
Work started	April 21, 1960
Per cent completed	100 June 13, 1961 (Date)
No. of Workdays Allowed	120
No. of Workdays Used	149
No. of Added Workdays Requested	29

State Printing 37989

E--220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov. 9, 1961

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 149 days, within which to complete our Contract No. 5670, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Refer to my letter of September 18,1961.

Respectfully submitted,

Contractor

By ....

CONSENT OF SURETY

Date November 13, 1961

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Fred C Reed
FRED C. REED—Attorney-in-fact

WELLS-REED INSURANCE
BY: Fred Reed
Resident Agent

(SEAL)

FORM E-20 [illegible] 3-61 34307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1961

SUBJECT: Juntura-Horseshoe Bend
Central Oregon Highway
Contract 5670

To:
Mr. R. L. Porter
Ass't State Highway Engineer
OFFICE

On November 12, 1961 we wrote to Mr. Cooper recommending that the contract time on this project be extended to a total of 16 days without the assessment of liquidated damages. We also enclosed a rough draft of a letter to the Bureau of Public Roads which was forwarded to them on November 16.

We have recently received the Bureau of Public's answer to our request (a copy of their letter is enclosed) in which they concur in the award of 4 additional days only. Under the circumstances, we have no alternative but to change the original recommendation of the 16 days downward to a new recommendation of 4 days only.

I am re-forwarding the extension of time forms containing a recommendation for 4 days only and a new rough draft of the letter to the Commission.

F. D. Morgan
Construction Engineer

by

F B Klaboe
F. B. Klaboe
Ass't Construction Engineer

FBK:db

Encl.

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
Acting State Highway Engineer
Salem, Oregon

DATE: December 4, 1961

FROM : C. G. Polk, Division Engineer
08-35-4DA3 Salem, Oregon

SUBJECT: Oregon Project F-326(7), Juntura-Horseshoe Bend Section

Your November 16, 1961 letter requested concurrence in awarding 16 additional days without assessment of liquidated damages for the subject project, Contract No. 5670.

In reviewing the work status record on this project, we note that the work day count was to begin on May 2, 1960 according to the contract. Subsequently, you advised that work was started on May 27, 1960. However, we understand that you actually did not begin the work day count until June 22, 1960, the date on which railroad insurance was approved since the contract specified that work could not commence until all insurance was obtained.

Our first inspection report of September 28, 1960 noted that work on pioneer haul roads at Station 90 and structure work was underway with the project considered to be 13 percent completed. The time elapsed was 57 percent of the workdays indicating that progress was lagging behind allowable time by 45 percent.

Our November 22, 1960 memorandum called your attention to the unsatisfactory progress which was acknowledged by your December 14, 1960 letter. You noted that the contractor anticipated performing grading work during the winter "free time" period to improve progress. Some improvement was made since on March 24, 1961 the differential was reduced to 26 percent. However, the inactivity at the beginning of the project was not overcome.

The overrun in general excavation of 8.4 percent was performed during normal operations with other work items mostly during the "free time" period. Extension of time for the overrun is not considered to be appropriate.

Though you indicated that the guardrail quantities were not furnished to the contractor until May 26, 1961, it was noted during our May 10, 1961 inspection that all guardrail posts were set at that time with

-more-

the exception of an increase westerly of the Horseshoe Bend Bridge. Barricade rail which was set up in the contract but not needed due to a change by the contractor in his work operations was utilized for this increase.

In view of the above circumstances we can only concur in an extension of time of 4 days purported to have been erroneously charged for March 16, 17, 20 and 21, 1961.

RECEIVED
DEC [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

7-4-4-A

FORM [illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

CONSTRUCTION DIVISION
RECEIVED
NOV 17 1961
NOTED

November 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Juntura-Horseshoe Bend Section
Central Oregon Highway
Contract No. 5670

On December 12, 1960, the Highway Commission denied a request for 32 days' extension of time without the assessment of liquidated damages on the above-mentioned contract. In that request, the contractor, C. R. O'Neil, listed only the reason that he had been unable to get prompt delivery of steel for the railroad crossing structure. This action was approved by your office.

We have now been presented with a second request; this one for an extension of 29 days (which is the total amount of time the contract overran). Mr. O'Neil lists six reasons to support this second request. They are listed and analysed separately below:

1. Delay of delivery of structural steel. This is the same reason used to support his first request and is invalid.

2. (a) Days were unfairly charged October 27 to November 30, 1960. Better than 60 per cent efficiency was obtained on all these days.

Days unfairly charged March 1 through March 21, 1961. This is in part true. The majority of the work remaining as of March 16, 1961, was oiling, paving, and bridge painting. As we would not allow any of these portions of the work to proceed, we acted to temporarily suspend the work. However, days were erroneously charged March 16, 17, 20, and 21. Extension should be allowed only for these four days.

(b) Possibility of placing additional base rock Station 9 to 60. This is invalid, as the contractor was not held up awaiting such a decision. Our resident engineer did discuss the problem with the division engineer during the later part of February, but no action was ever taken.

(c) Extra work required on retaining wall at Station 123+00. This is invalid, as no days were charged during the time spent on this work.

3. (a) General excavation overran bid quantities. This reason is valid. General excavation quantities overran approximately 11,000 cubic yards. His production on the low side of 2,000 yards a day entitles him to six additional days for this reason.

(b) Coarse crushed base overran 2,400 tons. This is true, but 3/4" - 0 underran a compensating 2,600 tons.

4. Delay in getting guard rail. Contractor was delayed two days at the end of the job due to our neglect to give him quantities of guard rail required until May 26, 1961.

5. Delay in furnishing steel design for box culverts. The contract was awarded April 21, 1960. The contractor was not furnished steel layouts for the box culvert until November 28, 1960. Some small delays and inconveniences to the grading operation were suffered due to our action in delaying submission of these plans. We recommend two days' extension for the aggregate of these delays.

6. Delays caused by telephone lines. This is a valid reason, although difficult to evaluate. The Telephone Company was ordered to move its poles on June 10, 1960. It did not finish this work until October 10, 1960. During a portion of this time, the contractor was required to work around these poles, causing him minor delays and some inconveniences. We recommend an extension of two days for the aggregate of these minor delays.

May we have your concurrence in awarding 16 additional days without the assessment of liquidated damages as outlined above.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc W. C. Williams
Tom Edwards ✓

Salem, Oregon
November 8, 1961

Juntura-Horseshoe Bend Section
Central Oregon Highway
Contract No. 5670

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

On December 12, 1960, the Highway Commission denied a request for 32 days extension of time without the assessment of liquidated damages on this contract. In that request, the contractor, C. R. O'Neil, listed only the reason that he had been unable to get prompt delivery of steel for the railroad crossing structure.

We have now been presented with a second request; this one for an extension of 29 days (which is the total amount of time the contract overran). Mr. O'Neil lists six reasons to support this second request. They are listed and analyzed separately below:

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(c) Extra work required on retaining wall at Station 123+00. This is invalid as no days were charged during the time spent on this work.

B 4

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In summary, it is recommended that the work day count on this project be extended 16 days without the assessment of liquidated damages. If allowed, he will be assessed 13 days at $160.00 per day for a total of $2,080.

Rough drafts of letter to the Commission and the Bureau of Public Roads are enclosed.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

C. R. O'NEIL
GENERAL CONTRACTOR
TWright 5-2911
Route 2, Box 95
Creswell, Oregon

OCT 2 1961
REC'D DIV. OFFICE
LA GRANDE

September 18, 1961

CONSTRUCTION DIVISION
RECEIVED
NOV 8 1961
NOTED - CE ACE ACE COE

Mr. A. F. Parsons
Division Engineer
Oregon State Highway Department
LaGrande, Oregon

Re: State Contract #5670
Juntura-Horseshoe Bend
Section Central Oregon
Highway

Dear Sir:

On October 24, 1960, I requested an extension of time to complete the above mentioned contract. This request was denied by the commission on December 12, 1960.

I wish to have this request be given additional consideration due to the following reasons.

1. Delay of structural steel delivery of over forty-five (45) days, which was beyond my control.

2. I was charged 100% work days on October 27 and 28, 1960 , which I protested as it was impossible to obtain any more than 50% production, due to rain. I was also charged 100% work days for every day in November 1960, except holidays, even though there were several days of rain or snow and freezing conditions. I discussed not being charged these days with the resident engineer but to no avail. Work day charges of 100% were again assessed starting March 1, 1961 through March 22, even though there were several days it rained and should not have been charged. On March 8, 15, and 20, 1961, I protested of being charged work days, the road from station 60 through station 120 was complete and ready for paving.

At the time of placing base rock on the shoulders from station 9 to 60 the engineer discussed with me personally of his wishes to place approximately four (4) inches of additional base material over the entire width of the road. We inturn held off of placing the 3/4-0 material until he received either approval or denial for the placing of additional base rock. Whereas, this section could also have been ready for paving some days sooner.

It was therefore, impossible to achieve a 100% daily productiveness normally possible at the same stage of construction under favorable conditions.

The retaining wall at station 123+00 was not properly designed or built to enable the roadbed to be completed, which caused some delay.

3. Item No. three (3) General Excavation overran the bid amount by 10% as did Item No. twenty (20) Coarse Crushed Material in Base.

4. I experianced some delay in getting the correct amount of guard rail and the number of guide posts needed for the project, from the engineer. Even though I had called it to his attention several times. As was also the case on ordering metal drain pipe for the structure.

5. Delay was experianced on building the box culvert extensions due to lateness in getting steel design approval.

It is extremely difficult to state the actual amount of delay these various items caused. There was also considerable delay from the engineer in not having the telephone lines moved causing us to work around them.

I therefore, request you to reconsider a time extension for the twenty-nine (29) days which have been charged.

I might also add having started the grading in the fall of the year as we did, it made a considerable savings to the State by not needing to oil the two detours.

Very Truly yours,

C. R. O'Neil

C. R. O'Neil

CRO:cp

RECEIVED
1962

Form Approved; Budget Bureau No. 41-R2089 9

MONTHLY TRANSACTION NO. FOR FILING	FO R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. F-326(7) 9 F670	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Malheur
		PROJECT NO. F-326(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

East city limits of Juntura to W. end F-326(2)
(Juntura-Horseshoe Bend Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-26-59	----
RIGHTS-OF-WAY		
CONSTRUCTION	4-1-60	3.2
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 552,471.00	$ 341,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASST State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

C G Polk

XX By: C. G. Polk
(Division Engineer)

Date executed by Division Engineer January 26, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

January 24, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Project Agreement signed by a Highway official for the Juntura-Horseshoe Bend Section, Project No. F-326(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
RNC:mmb

January 4, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Juntura-Horseshoe Bend Section, Project No. F-326(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:jb

Oregon State Highway Department

Federal Aid
Project F-326(7)

JUNTURA-HORSESHOE BEND SECTION OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 4, 1962

Type Code P.E.

Preliminary Engineering	All	Required		$ 1,000.00

Type Code 6201
Roadway (Sta. 9+05.32 to Sta. 186+00)(Contract No. 5670)

Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclassified	200	cu.yds.	$ 3.00	600.00
General Excavation, Unclassified	130,700	cu.yds.	0.95	124,165.00
Short Overhaul	260,500	yd.stas.	0.015	3,907.50
Long Overhaul	5,940	C-yd.stas.	0.40	2,376.00
Finishing Roadbed and Slopes	3.11	miles	1,000.00	3,110.00
Rounding Cutbanks	1,320	lin.ft.	0.20	264.00
18-inch Corrugated Metal Pipe	450	lin.ft.	4.95	2,227.50
36-inch Corrugated Metal Pipe	84	lin.ft.	13.20	1,108.80
78-inch Corrugated Metal Pipe	8	lin.ft.	62.50	500.00
6-inch Perforated Metal Drain Pipe	190	lin.ft.	2.00	380.00
Special Backfill in Drains	10	cu.yds.	10.00	100.00
Salvaging Culvert Pipe	46	lin.ft.	4.00	184.00
Class "A" Concrete	16	cu.yds.	80.00	1,280.00
Metal Reinforcement	2,100	lbs.	0.14	294.00
Metal Guard Rail	8,875	lin.ft.	2.39	21,211.25
Type 2 Barricade	225	lin.ft.	2.50	562.50
Guard Rail (Salvaged Barricade)	225	lin.ft.	1.00	225.00
Guide Posts, Type W-2	95	only	6.50	617.50
Course Crushed Material in Base	24,700	tons	1.50	37,050.00
3/4" - 0 Material in Base	11,000	tons	1.60	17,600.00
Sprinkling	800	M-gals.	2.50	2,000.00
Preparation of Base	3.11	miles	150.00	466.50
3/4" - 0 Material in Binder Course	360	cu.yds.	3.10	1,116.00
Furnishing and Placing Aggregates	930	cu.yds.	4.00	3,720.00
MC-2 Asphalt	60	tons	55.00	3,300.00
120-150 Asphalt	70	tons	52.00	3,640.00
RS-1 Asphalt	28	tons	55.00	1,540.00
Extra for Oiling Approaches	7	only	25.00	175.00
Asphaltic Concrete Mixture	8,500	tons	4.50	38,250.00
Asphalt in Mixture	510	tons	42.00	21,420.00
Type 1 Fence	480	rods	5.75	2,760.00
Structural Excavation	185	cu.yds.	10.00	1,850.00
Class "A" Concrete (Wall)(61 cu.yds.)	All	Required (6%)		4,200.00
Metal Reinforcement (Wall)(5800 lbs.)	All	Required (4%)		1,400.00
				$313,600.55

Flagging (57½% of Contractor's Cost)	All Required	$ 4,500.00
Signing	All Required	300.00
		$ 4,800.00

Utility Work

Work by Oregon Washington Telephone Co.	All Required	$ 370.00
Work by U.P.R.R. Co. (OWRR & N Co.)	All Required	6,086.00
		$ 6,456.00
	Subtotal	$324,856.00
	10% Engr. & Cont.	32,485.00
	Total	$357,341.00

Type Code X311
Horseshoe Bend Bridge (Sta. 118+66 to Sta. 122+39)(Contract 5670)

Shoring, Cribbing, Etc.	All Required		$ 12,000.00
Structural Excavation	725 cu.yds.	$ 10.00	7,250.00
Structural Excavation Below Elevation Shown	75 cu.yds.	15.00	1,125.00
Furnish Steel Piling (10" BP 42#)	440 lin.ft.	5.00	2,200.00
Drive Steel Piles	16 only	100.00	1,600.00
Splice Piles	2 only	75.00	150.00
Class "A" Concrete (970 cu.yds.)	All Required (94%)		65,800.00
Metal Reinforcement (246,500 lbs.)	All Required (96%)		33,600.00
Structural Steel (199,500 lbs.)	All Required		46,000.00
Metal Parapet Railing	744 lin.ft.	8.00	5,952.00
8-inch Standard Steel Pipe	105 lin.ft.	5.00	525.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
	Subtotal		$176,482.00
	10% Engr. & Cont.		17,648.00
	Total		$194,130.00

Length of Roadway - - - - - - 3.107 Miles
Length of 1 Structure - - - - 0.071 Mile
Length of 1 Structure - - - - 0.038 Mile (Exception)
Total Length - - - - - - - - - 3.216 Miles
Cost of Roadway Per Mile - - $115,011.58

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	357,341.00	220,000.00	137,341.00
Structure	194,130.00	120,400.00	73,730.00
	$552,471.00	$341,000.00	$211,471.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

JUNTURA-HORSESHOE BEND SECTION

PROJECT NO. F-326(7)

Estimated cost of work by the Oregon Washington Telephone Company

Materials		$ 41.23
Labor		330.10
		$371.33
	Use	$370.00

Estimated cost of work by U.P.R.R. Co. (OWRR & N Co.)

Furnish labor and materials for temporary and permanent rearrangement of communication lines	$6,086.00

Oregon State Highway Department

Federal Aid
Project F-326(7)

JUNTURA-HORSESHOE BEND SECTION OF THE
CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 15, 1959

Type Code 6201
Roadway (Sta. 9+05.32 to Sta. 186+00)

Clearing and Grubbing	All	Required	$	$ 2,500.00
Drainage Excavation, Unclassified	200	cu. yds.	3.00	600.00
Structural Excavation, Unclassified	210	cu. yds.	5.00	1,050.00
General Excavation, Unclassified	130,700	cu. yds.	0.95	124,165.00
Short Overhaul	260,500	yd. sta.	0.015	3,907.50
Long Overhaul	5,940	C-yd.sta.	0.50	2,970.00
Finishing Roadbed and Slopes	3.11	mile	800.00	2,488.00
Rounding Cutbanks	1,320	lin. ft.	0.20	264.00
18-inch Corrugated Metal Pipe	450	lin. ft.	5.00	2,250.00
36-inch Corrugated Metal Pipe	84	lin. ft.	15.00	1,260.00
78-inch Corrugated Metal Pipe	8	lin. ft.	46.00	368.00
Salvaging Culvert Pipe	46	lin. ft.	2.50	115.00
Class "A" Concrete	105	cu. yds.	70.00	7,350.00
Metal Reinforcement	15,800	lbs.	0.20	3,160.00
Metal Guard Rail	9,080	lin. ft.	3.00	27,240.00
Guide Posts, Type "W-2"	95	only	5.50	522.50
Coarse Crushed Material in Base	24,700	tons	1.65	40,755.00
3/4" - 0 Material in Base	11,000	tons	1.80	19,800.00
Sprinkling	800	M-gal.	3.00	2,400.00
Preparation of Base	3.11	mile	250.00	777.50
3/4" - 0 Material in Binder Course	430	cu. yds.	3.25	1,397.50
Furnishing and Placing Aggregates	930	cu. yds.	4.50	4,185.00
MC-2 Asphalt	72	tons	55.00	3,960.00
120-150 Asphalt	70	tons	55.00	3,850.00
RS-1 Asphalt	28	tons	60.00	1,680.00
Extra for Oiling Approaches	7	only	30.00	210.00
Asphaltic Concrete Mixture	8,500	tons	5.80	49,300.00
85-100 Asphalt in Mixture	510	tons	42.00	21,420.00
Type 1 Fence	480	rods	5.00	2,400.00
				$332,345.00
Flagging (57½% of Contractor's Cost)	All	Required		4,500.00
Work by Oregon Washington Telephone Co.	All	Required		2,200.00
Work by Idaho Power Co.	All	Required		1,200.00
Work by Western Union Co. (UPRR Co.)	All	Required		1,500.00
Signing and Traffic Barriers (Temporary)	All	Required		3,000.00
	Subtotal			$344,745.00
	10% Engr. & Cont.			34,474.50
		Total		$379,219.50

Length of Roadway	3.107 Miles
Length of 2 Structures	0.109 Mile (Exception)
Total Length	3.216 Miles
Cost of Roadway Per Mile	$122,053.26

Federal Funds	$234,000.00
State Funds	145,219.50
	$379,219.50

Retained in Program Status

Work: Traffic Signs
Federal Funds: $6,000.00

Oregon State Highway Department

Federal Aid
Project F-326(7)

JUNTURA-HORSESHOE BEND SECTION OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 24, 1960

Type Code P.E.

Preliminary Engineering	All Required	$	$ 1,000.00

Type Code 6201
Roadway (Sta. 9+05.32 to Sta. 186+00)

Clearing and Grubbing	All Required	$	$ 2,500.00
Drainage Excavation, Unclassified	200 cu. yds.	3.00	600.00
General Excavation, Unclassified	130,700 cu. yds.	0.95	124,165.00
Short Overhaul	260,500 yd. sta.	0.015	3,907.50
Long Overhaul	5,940 C-yd.sta.	0.50	2,970.00
Finishing Roadbed and Slopes	3.11 mile	800.00	2,488.00
Rounding Cutbanks	1,320 lin. ft.	0.20	264.00
18-inch Corrugated Metal Pipe	450 lin. ft.	5.00	2,250.00
36-inch Corrugated Metal Pipe	84 lin. ft.	15.00	1,260.00
78-inch Corrugated Metal Pipe	8 lin. ft.	46.00	368.00
6-inch Perforated Metal Drain Pipe	190 lin. ft.	1.50	285.00
Special Backfill in Drains	10 cu. yds.	6.00	60.00
Salvaging Culvert Pipe	46 lin. ft.	2.50	115.00
Class "A" Concrete	16 cu. yds.	70.00	1,120.00
Metal Reinforcement	2,100 lbs.	0.20	420.00
Metal Guard Rail	8,875 lin. ft.	3.00	26,625.00
Type 2 Barricade	225 lin. ft.	4.50	1,012.50
Guard Rail (Salvaged Barricade)	225 lin. ft.	1.50	337.50
Guide Posts, Type W-2	95 only	5.50	522.50
Coarse Crushed Material in Base	24,700 tons	1.65	40,755.00
3/4" - 0 Material in Base	11,000 tons	1.80	19,800.00
Sprinkling	800 M-gal.	3.00	2,400.00
Preparation of Base	3.11 miles	250.00	777.50
3/4" - 0 Material in Binder Course	360 cu. yds.	3.25	1,170.00
Furnishing and Placing Aggregates	930 cu. yds.	4.50	4,185.00
MC-2 Asphalt	60 tons	55.00	3,300.00
120-150 Asphalt	70 tons	55.00	3,850.00
RS-1 Asphalt	28 tons	60.00	1,680.00
Extra for Oiling Approaches	7 only	30.00	210.00
Asphaltic Concrete Mixture	8,500 tons	5.80	49,300.00
Asphalt in Mixture	510 tons	42.00	21,420.00
Type 1 Fence	480 rods	5.00	2,400.00
Structural Excavation	185 cu. yds.	7.50	1,387.50
Class "A" Concrete (Wall)(61 cu.yds. at $75.00)	All Required		4,575.00
Metal Reinforcement (Wall)(8,800 lbs. at $0.13)	All Required		1,144.00
			$329,624.00

Flagging (57½% of Contractor's Cost)	All Required	$	$ 4,500.00
Work by Oregon Washington Tel. Co.	All Required		2,200.00
Work by U.P.R.R. Co. (O.W.R.R. & N.) (Western Union)	All Required		2,500.00
Signing	All Required		300.00
	Subtotal		$339,124.00
	10% Engr. & Cont.		33,912.00
	Total		$373,036.00

Type Code X331
Horseshoe Bend Bridge (Sta. 118+66 to Sta. 122+39)

Shoring, Cribbing, etc.	All Required	$	$ 1,500.00
Structural Excavation	725 cu. yds.	7.50	5,437.50
Structural Excavation Below Elevation Shown	75 cu. yds.	20.00	1,500.00
Furnish Steel Piling (10" BP 42#)	440 lin. ft.	6.00	2,640.00
Drive Steel Piles	16 only	80.00	1,280.00
Splice Piles	2 only	45.00	90.00
Class "A" Concrete (955 cu.yds. at $75.00)	All Required		71,625.00
Metal Reinforcement (246,500 lbs. at $0.13)	All Required		32,045.00
Structural Steel (199,500 lbs. at $0.25)	All Required		49,875.00
Metal Parapet Railing	744 lin. ft.	5.50	4,092.00
8-inch Standard Steel Pipe	105 lin. ft.	9.00	945.00
8-inch Metal Drain Pipe	70 lin. ft.	4.50	315.00
	Subtotal		$171,344.50
	10% Engr. & Cont.		17,133.50
	Total		$188,478.00

Length of Roadway - - - - - - 3.107 Miles
Length of 1 Structure - - - - 0.071 Mile
Length of 1 Structure - - - - 0.038 Mile (Exception)
Total Length- - - - - - - - - 3.216 Miles
Cost of Roadway Per Mile- - - $1,200,063.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	373,036.00	224,400.00	148,636.00
Structure	188,478.00	113,000.00	75,478.00
	$562,514.00	$338,000.00	$224,514.00

Oregon State Highway Department

Federal Aid
Project F-326(7)

JUNTURA-HORSESHOE BEND SECTION OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 31, 1960

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 6201
Roadway (Sta. 9+05.32 to Sta. 186+00)

Clearing and Grubbing	All	Required		$ 2,500.00
Drainage Excavation, Unclassified	200	cu. yds.	$ 3.00	600.00
General Excavation, Unclassified	130,700	cu. yds.	0.95	124,165.00
Short Overhaul	260,500	yd. sta.	0.015	3,907.50
Long Overhaul	5,940	C-yd. sta.	0.50	2,970.00
Finishing Roadbed and Slopes	3.11	mile	800.00	2,488.00
Rounding Cutbanks	1,320	lin. ft.	0.20	264.00
18-inch Corrugated Metal Pipe	450	lin. ft.	5.00	2,250.00
36-inch Corrugated Metal Pipe	84	lin. ft.	15.00	1,260.00
78-inch Corrugated Metal Pipe	8	lin. ft.	46.00	368.00
6-inch Perforated Metal Drain Pipe	190	lin. ft.	1.50	285.00
Special Backfill in Drains	10	cu. yds.	6.00	60.00
Salvaging Culvert Pipe	46	lin. ft.	2.50	115.00
Class "A" Concrete	16	cu. yds.	70.00	1,120.00
Metal Reinforcement	2,100	lbs.	0.20	420.00
Metal Guard Rail	8,875	lin. ft.	3.00	26,625.00
Type 2 Barricade	225	lin. ft.	4.50	1,012.50
Guard Rail (Salvaged Barricade)	225	lin. ft.	1.50	337.50
Guide Posts, Type W-2	95	only	5.50	522.50
Coarse Crushed Material in Base	24,700	tons	1.65	40,755.00
3/4" - 0 Material in Base	11,000	tons	1.80	19,800.00
Sprinkling	800	M-gal.	3.00	2,400.00
Preparation of Base	3.11	miles	250.00	777.50
3/4" - 0 Material in Binder Course	360	cu. yds.	3.25	1,170.00
Furnishing and Placing Aggregates	930	cu. yds.	4.50	4,185.00
MC-2 Asphalt	60	tons	55.00	3,300.00
120-150 Asphalt	70	tons	55.00	3,850.00
RS-1 Asphalt	28	tons	60.00	1,680.00
Extra for Oiling Approaches	7	only	30.00	210.00
Asphaltic Concrete Mixture	8,500	tons	5.80	49,300.00
Asphalt in Mixture	510	tons	42.00	21,420.00

Type 1 Fence	480 rods	$ 5.00	$ 2,400.00
Structural Excavation	185 cu. yds.	7.50	1,387.50
Class A Concrete (Wall)(61 cu.yds. at $75.00)	All Required		4,575.00
Metal Reinforcement (Wall)(8,800 lbs. at $0.13)	All Required		1,144.00
			$329,624.00
Flagging (57½% of Contractor's Cost)	All Required		4,500.00
Work by Oregon Washington Telephone Co.	All Required		2,200.00
Work by UPRR Co. (OWRR & N)(Western Union)	All Required		2,500.00
Signing	All Required		300.00
	Subtotal		$338,124.00
	10% Engr. & Cont.		33,912.00
	Total		$373,036.00

Type Code X331
Horseshoe Bend Bridge (Sta. 118+66 to Sta. 122+39)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Strustural Excavation	725 cu. yds.	$ 7.50	5,437.50
Strustural Excavation Below Elevation Shown	75 cu. yds.	20.00	1,500.00
Furnish Steel Piling (10" B.P. 42#)	440 lin. ft.	6.00	2,640.00
Drive Steel Piles	16 only	80.00	1,280.00
Splice Piles	2 only	45.00	90.00
Class "A" Concrete (955 cu.yds. at $75.00)	All Required		71,625.00
Metal Reinforcement (246,500 lbs. at $0.13)	All Required		32,045.00
Strustural Steel (199,500 lbs. at $0.25)	All Required		49,875.00
Metal Parapet Railing	744 lin. ft.	5.00	4,092.00
8-inch Standard Steel Pipe	105 lin. ft.	9.00	945.00
8-inch Metal Drain Pipe	70 lin. ft.	4.50	315.00
	Subtotal		$179,844.50
	10% Engr. & Cont.		17,983.50
	Total		$197,828.00

Length of Roadway	3.107 Miles
Length of 1 Structure	0.071 Mile
Length of 1 Structure	0.038 Mile (Exception)
Total Length.	3.216 Miles
Cost of Roadway Per Mile.	$1,200,063.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 600.00	$ 400.00
Roadway	373,036.00	224,400.00	148,636.00
Structure	197,828.00	119,000.00	78,828.00
	$571,864.00	$344,000.00	$227,864.00

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FOR FILING
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5670

January 19, 1962

Mr C. R. O'Neil
Route 2, Box 95
Creswell
Oregon

Dear Sir:

The State Highway Commission, at its meeting on January 19, 1962, discussed with the Engineer your request for an extension of time on contract #5670. You requested 29 additional workdays within which to complete the grading-paving-structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 16 additional workdays, which is without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. F. Parson
L. C. Johnson
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Matson

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F-326 (M)

5670

9

January 15, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 5
January 19, 1962 Meeting

Gentlemen:

On December 12, 1960, the Highway Commission denied a request from contractor, C. M. O'Neil, that he be granted 32 additional days in which to complete Contract No. 5670, on the Juntura-Horseshoe Bend Section of the Central Oregon Highway. The reasons submitted by him were such that this Department could not recommend his request.

Mr. O'Neil has subsequently made another request in the amount of 29 days. This second request, in our opinion, has some merit and while we cannot concur in a 29-day extension, we do recommend that he be awarded an additional 16 days without the assessment of liquidated damages. This time is made up of four days which were originally charged by error; six days because of an overrun in general excavation; two days because of delay in furnishing the contractor guardrail quantities; two days because of delay in furnishing the contractor reinforcing steel quantities; and, two days that were caused by delay in the moving and adjusting of telephone lines.

This matter has been presented to the Bureau of Public Roads and it will concur in a four-day extension only. We cannot agree with the Bureau in this matter and recommend that the 16-day extension be allowed even though we will not be able to collect $1,192 of Federal aid. This sum is not lost to the Department as it will be credited to our unexpended balance and will become available for other eligible Federal-aid work.

This matter will be on the agenda for your consideration at the January 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. R. L. Porter
Mr. F. D. Morgan
RLP:ajv ms

E—330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov. 9, 1961

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 149 days, within which to complete our Contract No. 5670, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Refer to my letter of September 18, 1961.

Respectfully submitted,

Contractor

By

CONSENT OF SURETY

Date November 13, 1961

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Fred C. Reed
FRED C. REED- Attorney-in-fact
VALLA-REED INSURANCE
BY: Fred C. Reed
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5670 Contractor C. R. O'Neil

Highway Central Oregon

Section Juntura-Horseshoe Bend

Kind of Work Grade, Pave and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows: ~~In fact, 16 additional days are recommended for the following reasons: (1) 4 days were charged after the work was temporarily suspended. (2) 5 days are recommended for overrun in excavation quantities. (3) 2 days are recommended for failure of the State to supply the contractor with guard rail quantities. (4) 2 days are recommended for delays in processing for the contractor the box culvert design. (5) 3 days are recommended for delays incurred due to the time it took the telephone company to move its lines.~~

Four days are recommended to cover workdays charged on March 16, 17, 20, and 21 during which time the contractor was prevented from performing the major portion of the work.

Recommended for Approval: 16 days 21

A. F. Parson
Division Engineer

Construction Engineer or Bridge Engineer

Asst State Highway Engineer

Contract No.	5670
Project designation (State-Federal)	F-326(7)
Date awarded	April 21, 1960
Work started	April 21, 1960
Per cent completed	100
Date	June 13, 1961
No. of Workdays Allowed	120
No. of Workdays Used	149
No. of Added Workdays Requested	29

State Printing 37020

[illegible]

OCT 2 1961

[illegible] DIV. OFFICE
LA GRANDE

C. R. O'NEIL
General Contractor
TWilight 5-5011
Route 2, Box 86
Creswell, Oregon

September 18, 1961

CONSTRUCTION DIVISION
RECEIVED
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NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CDE

Mr. A. F. Parsons
Division Engineer
Oregon State Highway Department
LaGrande, Oregon

Re: State Contract #[illegible]
Juntura-Horseshoe Bend
Section Central Oregon
Highway

Dear Sir:

On October 24, 1960, I requested an extension of time to complete the above mentioned contract. This request was denied by the commission on December 12, 1960.

I wish to have this request be given additional consideration due to the following reasons.

1. Delay of structural steel delivery of over forty-five (45) days, which was beyond my control.

2. I was charged 100% work days on October 27 and 28, 1960 , which I protested as it was impossible to obtain any more than 50% production, due to rain. I was also charged 100% work days for every day in November 1960, except holidays, even though there were several days of rain or snow and freezing conditions. I discussed not being charged these days with the resident engineer but to no avail. Work day charges of 100% were again assessed starting March 1, 1961 through March 22, even though there were several days it rained and should not have been charged. On March 8, 15, and 20, 1961, I protested of being charged work days, the road from station 60 through station 120 was complete and ready for paving.

At the time of placing base rock on the shoulders from station 9 to 60 the engineer discussed with me personnally of his wishes to place approximately four (4) inches of additional base material over the entire width of the road. We inturn held off of placing the 3/4-0 material until he received either approval or denial for the placing of additional base rock. Whereas, this section would also have been ready for paving some days sooner.

It was therefore, impossible to achieve a 100% daily productiveness normally possible at the same stage of construction under favorable conditions.

The retaining wall at station 123+00 was not properly designed or built to enable the roadbed to be completed, which caused some delay.

3. Item No. three (3) General Excavation overran the bid amount by 10% as did Item No. twenty (20) Coarse Crushed Material in Base.

4. I experianced some delay in getting the correct amount of guard rail and the number of guide posts needed for the project, from the engineer. Even though I had called it to his attention several times. As was also the case on ordering metal drain pipe for the structure.

5. Delay was experianced on building the box culvert extensions due to lateness in getting steel design approval.

It is extremely difficult to state the actual amount of delay these various items caused. There was also considerable delay from the engineer in not having the telephone lines moved causing us to work around them.

I therefore, request you to reconsider a time extension for the twenty-nine (29) days which have been charged.

I might also add having started the grading in the fall of the year as we did, it made a considerable savings to the State by not needing to oil the two detours.

Very Truly yours,

C. R. O'Neil

CRO:cp

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January 4, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of agreement with the Union Pacific Railroad Company (O.W.R.R. & N. Co.) File No. 29490, dated June 27, 1961, relative to the construction of the Juntura-Horseshoe Bend Section, Project No. F-326(7).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

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[illegible]

5670

RAILROAD COMPANIES
FILE No. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1962

SUBJECT: Pux 329 - Horseshoe Bend O-Xing
Union Pacific Railroad Co.
Malheur County
R/W File No. 29490 -

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find a fully executed copy of the above entitled agreement between Union Pacific Railroad Co., the State and Malheur County. This agreement should be filed in your permanent records. Distribution is being made as indicated below.

Mr. Saling's attention is called to Paragraph (b) of Section 1 on page 2 which provides for payment to the Railroad Company the sum of $335.00.

Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: G. S. Paxson
Ivan Merchant
Earl Saling
F. D. Morgan
I. A. DeFrance
A. F. Parson
J. W. Nash
C. H. Maison

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COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 3, 1962

County Court
Malheur County Courthouse
Vale, Oregon

Re: Pux 329 - Horseshoe Bend C-Xing
Union Pacific Railroad Co.
Malheur County
R/W File No. 29490

Gentlemen:

Please find enclosed a fully executed copy of the agreement between Union Pacific Railroad Company, Malheur County and the State of Oregon relating to the above-titled matter.

We wish to thank you for your cooperation in this matter.

Yours very truly,

L. I. LINDAS
Chief Counsel

By

GLEN V. SORENSEN

GVS:ks
enc.

cc: G. S. Paxson

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FOR FILING

5670

December 29, 1961

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5670 for grading-paving-structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County was completed by the contractor, C. R. O'Neil on June 13, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $687.07 will be released to the contractor on or after January 5, 1962. The total contract amount is $477,693.03, of which amount $4,843.31 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California Street
(Bond Department)
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: C. R. O'Neil

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F-326(7)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: December 4, 1961

TO 5670 : Mr. Forrest Cooper
Acting State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35-4DA3 Salem, Oregon

SUBJECT: Oregon Project F-326(7), Juntura-Horseshoe Bend Section

Your November 16, 1961 letter requested concurrence in awarding 16 additional days without assessment of liquidated damages for the subject project, Contract No. 5670.

In reviewing the work status record on this project, we note that the work day count was to begin on May 2, 1960 according to the contract. Subsequently, you advised that work was started on May 27, 1960. However, we understand that you actually did not begin the work day count until June 22, 1960, the date on which railroad insurance was approved since the contract specified that work could not commence until all insurance was obtained.

Our first inspection report of September 28, 1960 noted that work on pioneer haul roads at Station 90 and structure work was underway with the project considered to be 13 percent completed. The time elapsed was 57 percent of the workdays indicating that progress was lagging behind allowable time by 45 percent.

Our November 22, 1960 memorandum called your attention to the unsatisfactory progress which was acknowledged by your December 14, 1960 letter. You noted that the contractor anticipated performing grading work during the winter "free time" period to improve progress. Some improvement was made since on March 24, 1961 the differential was reduced to 26 percent. However, the inactivity at the beginning of the project was not overcome.

The overrun in general excavation of 8.4 percent was performed during normal operations with other work items mostly during the "free time" period. Extension of time for the overrun is not considered to be appropriate.

Though you indicated that the guardrail quantities were not furnished to the contractor until May 26, 1961, it was noted during our May 10, 1961 inspection that all guardrail posts were set at that time with

-more-

Edwards
Young
What's need?
ELP

the exception of an increase westerly of the Horseshoe Bend Bridge. Barricade rail which was set up in the contract but not needed due to a change by the contractor in his work operations was utilized for this increase.

In view of the above circumstances we can only concur in an extension of time of 4 days purported to have been erroneously charged for March 16, 17, 20 and 21, 1961.

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F-336(7)

5670

November 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Juntura-Horseshoe Bend Section
Central Oregon Highway
Contract No. 5670

On December 12, 1960, the Highway Commission denied a request for 32 days' extension of time without the assessment of liquidated damages on the above-mentioned contract. In that request, the contractor, C. R. O'Neil, listed only the reason that he had been unable to get prompt delivery of steel for the railroad crossing structure. This action was approved by your office.

We have now been presented with a second request; this one for an extension of 29 days (which is the total amount of time the contract overran). Mr. O'Neil lists six reasons to support this second request. They are listed and analyzed separately below:

1. Delay of delivery of structural steel. This is the same reason used to support his first request and is invalid.

2. (a) Days were unfairly charged October 27 to November 30, 1960. Better than 60 per cent efficiency was obtained on all these days.

Days unfairly charged March 1 through March 21, 1961. This is in part true. The majority of the work remaining as of March 16, 1961, was oiling, paving, and bridge painting. As we would not allow any of these portions of the work to proceed, we acted to temporarily suspend the work. However, days were erroneously charged March 16, 17, 20, and 21. Extension should be allowed only for these four days.

(b) Possibility of placing additional base rock Station 9 to 60. This is invalid, as the contractor was not held up awaiting such a decision. Our resident engineer did discuss the problem with the division engineer during the later part of February, but no action was ever taken.

(c) Extra work required on retaining wall at Station 123+00. This is invalid, as no days were charged during the time spent on this work.

3. (a) General excavation overran bid quantities. This reason is valid. General excavation quantities overran approximately 11,000 cubic yards. His production on the low side of 2,000 yards a day entitles him to six additional days for this reason.

(b) Coarse crushed base overran 2,400 tons. This is true, but 3/4" - 0 underran a compensating 2,600 tons.

4. Delay in getting guard rail. Contractor was delayed two days at the end of the job due to our neglect to give him quantities of guard rail required until May 26, 1961.

5. Delay in furnishing steel design for box culverts. The contract was awarded April 21, 1960. The contractor was not furnished steel layouts for the box culvert until November 28, 1960. Some small delays and inconvenience to the grading operation were suffered due to our action in delaying submission of these plans. We recommend two days' extension for the aggregate of these delays.

6. Delays caused by telephone lines. This is a valid reason, although difficult to evaluate. The Telephone Company was ordered to move its poles on June 10, 1960. It did not finish this work until October 10, 1960. During a portion of this time, the contractor was required to work around these poles, causing him minor delays and some inconvenience. We recommend an extension of two days for the aggregate of these minor delays.

May we have your concurrence in awarding 16 additional days without the assessment of liquidated damages as outlined above.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FBK:fp ms

cc W. C. Williams
Tom Edwards

FORM E-20 50M 3-61 34287

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1961

SUBJECT: Juntura-Horseshoe Bend Section
Central Oregon Highway
Contract No. 5670

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

On December 12, 1960, the Highway Commission denied a request for 32 days extension of time without the assessment of liquidated damages on this contract. In that request, the contractor, C. R. O'Neil, listed only the reason that he had been unable to get prompt delivery of steel for the railroad crossing structure.

We have now been presented with a second request; this one for an extension of 29 days (which is the total amount of time the contract overran). Mr. O'Neil lists six reasons to support this second request. They are listed and analyzed separately below:

1. Delay of delivery of structural steel. This is the same reason used to support his first request and is invalid.

2 (a). Days were unfairly charged October 27 to November 30, 1960. Better than 60 per cent efficiency was obtained on all these days.

Days were unfairly charged March 1 through March 21, 1961. This is in part true. The majority of the work remaining as of March 16, 1961 was oiling, paving and bridge painting. As we would not allow any of these portions of the work to proceed, we acted to temprarily suspend the work. However, days were erroneously charged March 16, 17, 20 and 21. Extension should be allowed only for these four days.

(b) Possibility of placing additional base rock Station 9 to 60. This is invalid as the contractor was not held up awaiting such a decision. Our resident engineer did discuss the problem with the division engineer during the later part of February, but no action was ever taken.

(c) Extra work required on retaining wall at Station 123+00. This is invalid as no days were charged during the time spent on this work.

returned
to Construction

3 (a) General excavation overran bid quantities. This reason is valid. General excavation quantities overran approximately 11,000 cubic yards. His production on the low side of 2,000 yards a day entitles him to six additional days for this reason.

(b) Coarse crushed base overran 2,400 tons. This is true, but 3/4"-0 underran a compensating 2,600 tons.

4. Delay in getting guard rail. Contractor was delayed 2 days at the end of the job due to our neglect to give him quantities of guard rail required until May 26, 1961.

5. Delay in furnishing steel design for box culverts. The contract was awarded April 21, 1960. The contractor was not furnished steel layouts for the box culvert until November 28, 1960. Some small delays and inconvenience to the grading operation were suffered due to our action in delaying submission of these plans. We recommend two days extension for the aggregate of these delays.

6. Delays caused by telephone lines. This is a valid reason although difficult to evaluate. The telephone company was ordered to move its poles on June 10, 1960. They did not finish this work until October 10, 1960. During a portion of this time, the contractor was required to work around these poles, causing him minor delays and some inconvenience. We recommend an extension of two days for the aggregate of these minor delays.

In summary, it is recommended that the work day count on this project be extended 16 days without the assessment of liquidated damages. If allowed, he will be assessed 13 days at $160.00 per day for a total of $2,080.

Rough drafts of letter to the Commission and the Bureau of Public Roads are enclosed.

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

RECEIVED

RECEIVED
OCT 11 1961
FOR FILING

F-326(M)

5670

9

October 10, 1961

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Mr. O'Neil:

The final estimate on the Juntura-Horseshoe Bend Section of the Central Oregon Highway, Contract 5670, has been completed and our calculations indicate that there is $15,018.16 due you.

A recent contact with the Union Pacific Railroad Company reveals that it is submitting bills against the job in the amount of approximately $15,000 to cover inspection, protective services and flagging costs. Just what portion of this bill is chargeable to you under terms of the contract can only be determined after the bill is received and audited. This will be done just as promptly as possible and at that time the net amount due you will be released.

Very truly yours,

F. M. Stephenson
Acting State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. H. Maison
Mr. R. L. Porter
RLP:bb ms

RECEIVED
OCT 5 1961
FOR FILING
F-32(4)
5670

October 5, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Ave.
Portland 17, Oregon

Dear Sir:

This is to advise you that work was completed June 13, 1961, on the Juntura-Horseshow Bend Section in Malheur County, State Highway Contract No. 5670.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
AUG 31 1961
FOR FILING

[illegible]

5670

August 30, 1961

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amounts of $2,720.00 for monies due since June 1, 1961, and a 5% retainage in the sum of $3,481.05, which was filed with the Secretary of State on August 23, 1961, by N. A. Toole, for furnishing and placing crushed aggregates for C. R. O'Neil.

This appears to be in connection with State Highway Contract No. 5670 for grading, paving and structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Great American Insurance Company
Bond Department
320 California Street
San Francisco 26, California

Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

C. R. O'Neil
Rt. 2, Box 95
Creswell, Oregon

NOTED ON CARD
fp

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

August 23, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Dear Sir:

We have received from N. A. Toole, 1235 S. W. 2nd Avenue, Ontario, Oregon and filed as of this date, a notice of claim by N. A. Toole Construction Co., for monies due in the sum of $2,720.00 since June 1, 1961 from C. R. O'Neil, also a 5% retainage in the sum of $3,481.05 against him as principal contractor for furnishing and placing crushed aggregates. State Highway Contract No. 5670, Juntura-Horeshoe Bend Section of Central Oregon Highway.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
AUG 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1961
OREGON
STATE HIGHWAY COMMISSION

N. A. TOOLE CONSTRUCTION CO.
1225 S.W. 2ND AVENUE
ONTARIO, OREGON

TELEPHONE: TUcker 9-6282

August 21, 1961

Mr. Howell Appling Jr.
Secretary of State
Salem, Oregon

Dear Sir:

I wish to file a claim for monies due us on State Highway Contract No. 5670, Juntura - Horseshoe Bend Section of the Central Oregon Highway.

We have a subcontract with C. R. O'Neil, principal contractor on the project, for furnishing and placing crushed aggregates.

Mr. C. R. O'Neil is in arrears on monthly estimate monies in the amount of $2,720.00 since June 1, 1961. He is also holding a 5% retainage which amounts to $ 3,481.05. The job is now complete.

Very truly yours,
N A Toole
N. A. Toole

cc. State Highway Commission.

File # 3856

FILED
AUG 23 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
AUG 23 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

N. A. TOOLE CONSTRUCTION CO.
1235 S.W. 2ND AVENUE
ONTARIO, OREGON

TELEPHONE: TUCKER 9-6282

August 21, 1961

Mr. Howell Appling Jr.
Secretary of State
Salem, Oregon

Dear Sir:

I wish to file a claim for monies due us on State Highway Contract No. 5670, Juntura - Horseshoe Bend Section of the Central Oregon Highway.

We have a subcontract with C. R. O'Neil, principal contractor on the project, for furnishing and placing crushed aggregates.

Mr. C. R. O'Neil is in arrears on monthly estimate monies in the amount of $2,720.00 since June 1, 1961. He is also holding a 5% retainage which amounts to $ 3,481.05. The job is now complete.

Very truly yours,

N. A. Toole

N. A. Toole

cc. State Highway Commission.

Sec. of State
File # 3856

and Filed Aug. 23, 1961
with Sec. of State.

NOTED
LLOYD QU

RECEIVED
AUG 23 1961
OREGON
STATE HIGHWAY COMMISSION

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 11, 19 61

Section Juntura-Horseshoe Bend

Kind of work Grading, Paving, & Structure

Highway Central Oregon County Malheur

Section prefix 23-1091

Contractor C.R. O'Neil

Contract number 5670

Date of contract April 21, 19 60

Specified work days 120

Date work started May 27, 19 60

Work days used 149

Project authorization $ 562,030.37

Exclusive of engineering $ 522,063.76

Per cent of time elapsed 123 %

Estimated cost of completed project, exclusive of engineering $ 510,000.00

Estimated per cent [redacted] or underrun 1.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 39,966.61

Engineering cost to date $ 29,355.54, 74 %

Date project was completed June 13, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate submitted on Wednesday of this week.

Final report for Juntura-Horseshoe Bend Section.

NOTED

Noted
M. N Juve

Signed L C Johnson EYB

Address 252 S. Date Ave., Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.11	3.11		3.11	3.11
Miles partially completed					
Miles completed	3.11	3.11		3.11	3.11
Total estimated quantities (contract)	130,700	35,700		160 Ton 1,290 CY	160 Ton 8,500 Ton
Total quantities corrected to date	141,325	35,441		139.11 Ton 1,304 CY	474.46 Ton 8198.65 Ton
Estimated quantities moved or placed to date	141,325	35,441		139.11 Ton 1,304 CY	474.46 Ton 8198.65 Ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
AUG 9 1961

FOR FILING

[illegible]

5670

August 9, 1961

Mr. C. B. Lisher, Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

Under date of July 27, you wrote concerning vibrations in the overcrossing of your tracks near Juntura.

I have had the calculations rechecked and find that the deflection ratios are considerably better than the design standards allow. Under the nationally approved specification, we are allowed a deflection of live load of 1 over 800, which for this particular span would amount to 1.875 inches. The actual design shows anticipated deflection of 1.2 inches at maximum loading. An attempt was made to determine actual deflections under traffic. Unfortunately, the heaviest load observed was an empty oil truck and the deflections were negligible, being less than 1/4 inch.

This bridge is on a curve and superelevated. In order to take into account the superelevation as it intersects the girders, which are built on a chord of the curve, the girders are fabricated with an inverse or sag camber. It may be that the appearance of the camber has led you to believe excessive deflections occur.

I see no reason why any modifications of the present structure should be made.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. R. M. Brown
Mr. W. C. Williams
Mr. Ivan Merchant

RECEIVED
AUG 1 1961

FOR FILING

F-1-(7)

5670

August 1, 1961

Mr. C. B. Lisher, Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

I have your letter of July 27 concerning vibration of the overcrossing of your tracks near Juntura.

I am having this investigated both as to the design data and by field observation and will advise you when I have a report.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

C. B. LISHER
SUPERINTENDENT

POCATELLO, IDAHO

July 27, 1961

W.O. S-4937

REFERRED TO
Paxson
Asst. State Highway Engineer
please expedite.

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Sir:

Referring to your Project No. F-326(7) in which the State Highway Department constructed an overpass at Mile Post 71 near Juntura, Oregon, Oregon Eastern Branch:

Since this structure has been placed in operation we have noted that the center 118 ft. span over our railroad bridge shows considerable vibration, particularly under heavy truck traffic at the speeds operated. This would indicate that either the beams are over loaded or the bracing is insufficient, and particularly with the poured concrete deck, this vibration will result in some type of failure in the near future.

We will appreciate if you will have this design checked and possibly field measurements made of this vibration to determine if there is an overstress condition or if the bracing is insufficient. We will appreciate being advised as promptly as possible the results of this investigation and advice of what corrective action will be taken and when the work will be progressed.

Yours very truly,

C. B. Lisher
Superintendent

cc:
Mr. R. M. Brown
District Engineer
Portland

RECEIVED
JUL 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1961
FOR FILING

[illegible]
5670

Salem, Oregon
August 1, 1961

Union Pacific Overcrossing
Juntura-Horseshoe Bend Section

Mr. Ivan D. Merchant

Herewith copy of a letter from the Union Pacific Railroad Company expressing concern over the vibration of the central span of the structure carrying our highway over the railroad track.

Will you please investigate our calculations for deflection ratio and also make arrangements to have the resident engineer set up a transit and observe the deflection under heavy truck traffic. While we cannot get exact readings, we ought to be able to establish reasonable limits on the actual deflection that is occurring.

Please do this as soon as possible so that we may answer the Union Pacific Company.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
AUG 8 1961
FORM E-99 50M 7-60 22395
FOR FILING

5670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1961

SUBJECT: Union Pacific Overcrossing
Juntura-Horseshoe Bend Section

To: Mr. Ivan D. Merchant

Herewith copy of a letter from the Union Pacific Railroad Company expressing concern over the vibration of the central span of the structure carrying our highway over the railroad track.

Will you please investigate our calculations for deflection ratio and also make arrangements to have the resident engineer set up a transit and observe the deflection under heavy truck traffic. While we cannot get exact readings, we ought to be able to establish reasonable limits on the actual deflection that is occurring.

Please do this as soon as possible so that we may answer the Union Pacific Company.

[illegible]
1.875" allowed under $\frac{1}{800}$
1.50" allowed under $\frac{1}{1000}$
125+12 = 1250
actual 1.2

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 1 - 1961 PM
7,8,9,10,11,12,1,2,3,4,5,6

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

C. B. LISHER
SUPERINTENDENT

POCATELLO, IDAHO

July 27, 1961

W.O. S-4937

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Sir:

Referring to your Project No. F-326(7) in which the State Highway Department constructed an overpass at Mile Post 71 near Juntura, Oregon, Oregon Eastern Branch:

Since this structure has been placed in operation we have noted that the center 118 ft. span over our railroad bridge shows considerable vibration, particularly under heavy truck traffic at the speeds operated. This would indicate that either the beams are over loaded or the bracing is insufficient, and particularly with the poured concrete deck. This vibration will result in some type of failure in the near future.

We will appreciate if you will have this design checked and possibly field measurements made of this vibration to determine if there is an over-stress condition or if the bracing is insufficient. We will appreciate being advised as promptly as possible the results of this investigation and advise of what corrective action will be taken and when the work will be progressed.

Yours very truly,

C. B. Lisher
Superintendent

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 1 - 1961 PM
7,8,9,10,11,12,1,2,3,4,5,6

cc:
Mr. R. M. Brown
District Engineer
Portland

RECEIVED
JUL 31 1961
FOR FILING

[illegible]

5670

July 28, 1961

Mercer Steel Co., Inc.
2636 N. W. 26th Avenue
Portland 10, Oregon

Attention: Mr. Dick Hall

Dear Mr. Hall:

This is in reply to your letter of July 26 concerning material furnished to George Berry, Juntura Horseshoe Bend Section Project on the Central Oregon Highway.

This appears to be in reference to State Highway Contract 5670, in which C. R. O'Neil is the prime contractor. This project was completed June 13, 1961.

Estimate No. 13, in the amount of $38,713.34, is to be paid on Contract 5670 on or after August 3. The retainage amount is $14,625.29.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

CWH:mg

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2636 N. W. 26th AVE.
PORTLAND 10, OREGON

July 26, 1961

State of Oregon
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

#5670 - G.R. O'Neil

completed 6/13/61

Subject: Horseshoe Bend Bridge, Juntura Horseshoe Bend Sect.,
Central Oregon Highway
OSHD letter dated April 19, 1960

Gentlemen:

Sub-Contr.

This company has furnished material to George Berry of Portland, Oregon on the subject State job. We would appreciate your informing us as to the completion status of this project. If it has been accepted, kindly let us know the date of acceptance, and if payment has been made in full to Mr. Berry, with reference to same.

Sincerely,

Dick Hall

DICK HALL

DH:ch

[illegible] acceptance on or after Aug. 3 in the amt. of $38,713.34 — [illegible] % [illegible] to 3% in the amt. of $1,625.29

Oe, please reply
FQ

RECEIVED
JUL 27 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1961
FOR FILING
5670

July 27, 1961

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to C. R. O'Neil a portion of the funds heretofore retained by the Commission on contract #5670 for grading-paving-structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

This payment, in the amount of $38,713.34, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $14,625.29. The present payment will be released on or after August 3, 1961.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: C. R. O'Neil

RECEIVED
JUL 27 1961
FOR FILING

F-326751

5670

July 24, 1961

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $27.00 which was filed with the Secretary of State on July 20, 1961, by Bestway Building Center for materials furnished to Tri-State Painting Company, subcontractor to C. R. O'Neil. This appears to be in connection with State Highway Contract No. 5670 with C. R. O'Neil for grading, paving and structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

Enc.
CC:
Great American Insurance Company
Bond Department
320 California Street
San Francisco 26, California

Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

NOTED ON CARD

C. R. O'Neil
Rt. 2, Box 95
Creswell, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

July 20, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Bestway Building Center, P. O. Box 518, Emmett, Idaho and filed as of this date, a notice of claim by same for materials furnished to the Tri-State Painting Company, 9100 Stanley Avenue, Portland, Oregon for sand used in painting the Juntura Horseshoe Bend Bridge in the sum of $27.00 against the bond taken from C. R. O'Neil, Creswell and the Great American Insurance Company, surety, through Wells-Reed Insurance, 412 Failing Building, Portland, Oregon. State Highway Contract No. 5670.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo O Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
JUL 21 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

BESTWAY BUILDING CENTER
A DIVISION OF BOISE CASCADE CORPORATION

Emmett, Idaho
July 17, 1961

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Bestway Building Center has a claim for materials furnished to the Tri-State painting Company, 9100 Stanley Avenue, Portland, Oregon for sand used in painting the Juntura Horseshoe Bend bridge, Highway contract #5670.

The amount of the claim is $27.00 for material delivered April 20, 1961 against the bond taken from C. R. O'Neil, Creswell with the Great American Insurance Company, through Wells-Reed Insurance, 412 Failing Building, Portland, Oregon.

We are submitting this on the advice of the Oregon State Highway Commission in their letter of June 23, 1961.

Very truly yours,

Maurice C Yearsley
Maurice C. Yearsley, Manager
Bestway Building Center

File # 3834

FILED
JUL 20 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 20 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

FORM E-12

RECEIVED
JUL 24 1961
FOR FILING

3670

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 21, 1961

Mr. C. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: Pux 329 - Horseshoe Bend O-Xing
Union Pacific Railroad Co.
Malheur County
R/W File No. 29490

Dear Mr. Baker:

Herewith I transmit three copies of proposed agreement in the above-titled matter. This agreement has been properly signed and executed by the State Highway Commission and by Malheur County.

After execution by the railroad companies, please return two copies of the agreement to this office and I will forward one copy to Malheur County. When the executed copies are returned we would appreciate if if you would furnish us with ten additional copies each of Schedule 1 and Exhibit "A".

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

NOTED

GVS:ks
enc. 3
cc: G. S. Paxson
Malheur County Court

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-[illegible]

5670

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 5, 1961

Malheur County Court

Vale, Oregon

Re: Pux 329 - Horseshoe Bend O-Xing
Union Pacific Railroad Co.
Malheur County
R/W File No. 29490

Gentlemen:

As you know the State Highway Department is relocating and realigning the Central Oregon Highway, making it necessary to acquire from Union Pacific Railroad Co. certain property and making it possible to abandon to the Railroad Company certain easements no longer needed. As these easements were originally acquired, at least in part, by Malheur County it will be necessary for the County Court to sign the enclosed agreement whereby the State acquires the new easements needed and the old easements no longer necessary will be reconveyed to the Railroad Company. The only reason the County is made a party is for the reasons above-stated. If you will turn to Exhibit "A" which is attached to the agreement I am sure you will be able to understand this fully.

All three copies should be signed and the signatures attested by the County Clerk. After this is done please return all three copies direct to this office. After signature by the Railroad Company I will forward one executed copy to you for your records. If you have any questions regarding this matter, please do not hesitate to contact me.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 3

cc: G. S. Paxson

RECEIVED
JUL 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1961
FOR FILING
F-326(7)
5670

Salem, Oregon
June 30, 1961

Agenda Item 5e-1

Pux 329 - Horseshoe Bend O-Xing
Union Pacific Railroad Co.
Malheur County
R/W File No. 29490

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are three copies of an agreement with the Union Pacific Railroad Company covering encroachments and easement for the overcrossing of the Railroad's tracks on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company and Malheur County.

When fully signed please return one copy of the above agreement to this office for the Commission's files.

Secretary

rn
Attach: 3

FORM E-30 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1961

SUBJECT: Pux 329 - Horseshoe Bend O-Xing
Union Pacific Railroad Co.
Malheur County
R/W File No. 29490

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached find three copies of construction and easement agreement with Union Pacific Railroad Company relative to the above-titled matter. All three copies should be executed and acknowledged by the Commission.

After execution and acknowledgment by the Commission, please return all three copies direct to me for further handling.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 3

cc: G. S. Paxson

RECEIVED
JUN 28 1961
FOR FILING

[illegible]

5670

June 23, 1961

Mr. Maurice C. Yearsley
Manager
Bestway Building Center
Emmett, Idaho

Dear Sir:

This is to acknowledge your letter of June 16 stating that Tri-State Painting Company owes you $27.00 for sand blasting sand for use on the Juntura Bridge near Vale. This appears to be in connection with State Highway Contract No. 5670 with C. R. O'Neil, Creswell, for grading, paving and structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

This contract was completed June 13, 1961 but has not yet been accepted by the State Highway Commission. The Great American Insurance Company, through Wells-Reed Insurance, 412 Failing Bldg., Portland 4, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and surety for such payment.

If you wish to protect your claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

By
C. W. Head, Asst. Secretary

CWH:fp

Enc.

Emmett, Idaho
June 16, 1961

Oregon State Highway Commission
Salem, Oregon

Contract
5670
Completed 6/13/61
Not yet accepted

Gentlemen:

On April 20th, 1961 we sold the Tri-State Painting Company at 9100 Stanley Avenue, Portland , Oregon $27.00 worth of sand blasting sand for use on the Jantura bridge near Vale, Oregon.

As yet we have not been paid for this sand. We are assuming that these maintenance material contracts are under bond and payment of materials purchased by these contractors are protected.

Your assistance on this matter would be appreciated.

Very truly yours,

Maurice C. Yearsley

Maurice C. Yearsley
Manager
Bestway Building Center

Ac, please reply
76

RECEIVED
JUN 20 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 26 1961

FOR FILING

F-336(7)

4670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1961

SUBJECT: Pux 329 - Horseshoe Bend O-Xing
Union Pacific Railroad Co.
Malheur County
R/W File No. 29490

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached find three copies of construction and easement agreement with Union Pacific Railroad Company relative to the above-titled matter. All three copies should be executed and acknowledged by the Commission.

After execution and acknowledgment by the Commission, please return all three copies direct to me for further handling.

GLEN V. SORENSEN
Staff Attorney

NOTED

GVS:ks
attach. 3

cc: G. S. Paxson

RECEIVED
JUN 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 28 1961
FOR FILING

1 - [illegible]

[illegible]

June 23, 1961

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

A letter, dated June 16, has been received from Maurice C. Yearsley, Manager, Bestway Building Center, Emmett, Idaho, advising that Tri-State Painting Company, Portland, owes him $27.00 for sand blasting sand for use on the Juntura Bridge near Vale.

This appears to be in connection with State Highway Contract No. 5670 with C. R. O'Neil for grading, paving and structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

CWH:fp
CC:
Great American Insurance Company
Bond Department
320 California Street
San Francisco 26, Calif.

Great American Insurance Company
407 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD

C. R. O'Neil
Rt. 2, Box 95
Creswell, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

RECEIVED
JUN 21 1961
FOR FILING

F-336(7)

5670

June 21, 1961

Oregon State Highway Commission

Gentlemen:

There will be before you at the Commission meeting on June 27 a routine agreement between the State and the Union Pacific Railroad Company covering encroachments and easement for an overcrossing of the Railroad's tracks on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

I recommend your approval and completion of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson

GSP:ae ms

RECEIVED
JUN 21 1961
FOR FILING
1

5670

Salem, Oregon
June 20, 1961

Mr. Glen Sorenson

Herewith three copies of a proposed agreement between the Union Pacific and the State covering the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County. This has been approved by the Bureau of Public Roads and by the Construction Division. If you find it in order, will you please have it executed by Malheur County and by the Highway Commission, and upon completion, send one copy back to the Railroad Company.

Two of the commissioners will be present at the June 27 bid opening, and I would suggest that the agreement be signed by the Commission at that meeting and then sent to Malheur County for completion.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. R. L. Porter

RECEIVED
JUN 20 1961
FOR FILING

F-326(7)

5670

June 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 13, 1961, on Contract No. 5670, Juntura-Horseshoe Bend Section, in Malheur County, in connection with Federal Aid Project No. F-326(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

RECEIVED
JUN 20 1961
FOR FILING

FORM 2-90 90M 3-61 34307

1326 (-1)
5670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1961

SUBJECT: UPRR Agreement
Juntura-Horseshoe Bend Section
Central Oregon Highway
Malheur County

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

The Division Office in La Grande advises that all the easement areas shown on the exhibit map were used with the exception of the stockpile site in Section 16, T21S, R 38E, W.M. This stockpile site will undoubtedly be used at a later date. No areas were used which were not included in the easements.

A copy of a letter from the Resident Engineer, Mr. Johnson, is attached. Your copy of the proposed agreement is returned herewith.

Tom Edwards
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

NOT

CHB:fp

Enc.

RECEIVED
JUN 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E 30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. D. CANNON

Burns, Oregon
June 8, 1961

SUBJECT: UPRR Agreement
Juntura-Horseshoe Bend Section
Central Oregon Highway
Malheur County

To:

Mr. A. F. Parson
Division Engineer
LaGrande
Oregon

I have field checked the subject agreement and advise as follows:

All physical features of construction have been performed as to agreement plans and specifications except for cleaning up of area around bridge site, station 118 to station 123, and rebuilding of fence from approximate station 65 to station 115.

Quite an amount of boulders have rolled onto the Railroad R/W, but the area has been accepted by the railroad as satisfactory.

A check on the easement areas show that no property has been used other than that designated.

The stockpile site area in Section 16 has not been used.

L. C. Johnson
Resident Engineer

Encl: 1
LCJ:dp

RE

477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

June 5, 1961

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Juntura-Horseshoe Bend Section
Central Oregon Highway
Malheur County

The agreement between the State and the Union Pacific Railroad Company covering the Juntura-Horseshoe Bend Section of the Central Oregon Highway submitted with your letter of May 29, 1961 is considered satisfactory. Please furnish us with conformed copies of the agreement when they are available.

May 29, 1961

Mr. Tom Edwards

Juntura-Horseshoe Bend Section
Central Oregon Highway
Malheur County

Herewith copy of a proposed agreement between the State and the Union Pacific Railroad Company covering the Juntura-Horseshoe Bend Section. This contract is practically complete, but we should check to see whether the construction provisions correspond to what was actually done.

I would also call your attention to the easement descriptions and ask that they be looked at to see whether they cover what we actually used. You will note that they are cancelling out the old 1931 easements, but I believe in all cases the same areas are covered with the new easements which will be granted.

Please return this copy when you have completed your checking, as it must go to the County and the Highway Commission for signature.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

May 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Juntura-Horseshoe Bend Section
Central Oregon Highway
Malheur County

Dear Sir:

I attach hereto copy of a proposed agreement between the State and the Union Pacific Railroad Company covering the Juntura-Horseshoe Bend Section in Malheur County. This project is practically complete under a permit of entry from the Union Pacific Railroad Company, which will now be replaced by this easement and construction agreement. I would ask that you check this agreement to make sure that it corresponds with your requirements before I present it to the Highway Commission for execution.

Will you please return the copy when you have completed your check as it is one of the originals submitted for signatures. When completed we will file with you conformed copies of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MAY 16, 1961

(File Ref. D 322 - 0 - 8)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to previous correspondence regarding relocation and reconstruction of Juntura-Horseshoe Section of the Central Oregon Highway in Malheur County:

Herewith triplicate originals of proposed agreement for easement and construction in connection with above referred to highway, for your review and, if satisfactory, to have executed by the Highway Commission and the County of Malheur. After completion on the part of the Highway Commission and County, will you please return 3 counterparts for completion by the Railroad Companies?

Please fill in date of agreement on page 1 at time of execution. The effective date has been filled in under Section 11, showing March 31, 1960, the date right of entry was granted, and agreement provides for a term of 2 years in which to complete the construction work.

Malheur County has been made a party to this agreement for the purpose of relinquishing areas within the project covered by former agreements.

Yours very truly,

G. H. Baker
G. H. Baker,
Superintendent

encs.

RECEIVED
MAY 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 1961
FOR FILING

F-326(7)

5670

9

June 6, 1961

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: S. W. Tanner
Fidelity & Surety Department

Dear Mr. Tanner:

This is in reply to your letter of May 24 concerning the amounts owing on State Highway contracts 5670 and 5744, as of December 31, 1960. Attached are copies of the Contract Payment Vouchers covering these contracts.

We hope these attachments will give you the necessary information in checking the contractor's financial statement.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query,
Secretary

CWH:mg
Encl.

Portland Branch • 627 Board of Trade Building • Portland 4, Oregon

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

May 24, 1961

Oregon State Highway Commission
Salem, Oregon

Re: George E. Berry
2990 S. W. Underwood Drive
Portland, Oregon

Gentlemen:

#5670 Road

#5744 Stripe

Recently you returned our inquiries on amounts owing to the above contractor as of December 31, 1960 on State Highway Contracts Nos. 5670 and 5744. On Contract No. 5670 you indicated that as of year end the contractor had an Earned Estimate of $35,930 and Retention of $23,132. The contractor's financial statement, however, shows only $31,064 due as an Earned Estimate and only $9,275 withheld in Retention. On Contract No. 5744 you reported $8,887 owing as an Earned Estimate as of December 31, 1960, but the contractor's financial statement shows slightly more than $12,000 owing as of that date. The Retention figure which you showed on this contract as of year end compares with that shown by the contractor.

At your convenience will you please review these figures so that, if possible, we can resolve these discrepancies. For your convenience our stamped, self-addressed envelope is enclosed.

Very truly yours

UNITED PACIFIC INSURANCE COMPANY

S W Tanner

S. W. Tanner
Fidelity & Surety Department

SWT:jm
Enc.

RECEIVED
1961
DEPARTMENT

RECEIVED
MAY 25 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 1961
FOR FILING
F-326(7)
5670

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: June 5, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

CGPolk

SUBJECT: Juntura-Horseshoe Bend Section
Central Oregon Highway
Malheur County

The agreement between the State and the Union Pacific Railroad Company covering the Juntura-Horseshoe Bend Section of the Central Oregon Highway submitted with your letter of May 29, 1961 is considered satisfactory. Please furnish us with conformed copies of the agreement when they are available.

Porter

RECEIVED
MAR 27 1961
FOR FILING

F-326(7)

5670

March 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering rock fill slope above the retaining wall left of Station 122+30 to 122+50 on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County, Contract No. 5670, in connection with Federal Aid Project No. F-326(7).

The retaining wall, which was constructed in accordance with the plans and specifications, is too low to catch the 1-1/2:1 slope. It is proposed to fill the slope above the wall with rock, some of which will need to be hand-placed, to hold a slope of 1-1/4:1. It will be necessary to excavate a toe for the slope on the fill side of the retaining wall.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
1960
FOR FILING
F-326 (7)

5670

December 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 22 concerning the progress of the Juntura-Horseshoe Bend Section of the Central Oregon Highway, Oregon Project F-326 (7). As noted in your letter, the contractor had used 74 percent of his time while only doing 20 percent of the work as of October 26, 1960.

As of December 1, he has completed 46 percent of the work and 92 percent of the time; still far behind. However, he is now in the winter season when time is not charged. He has told us that he will perform the grading work throughout this winter season and expects to complete it prior to beginning of the workday count next spring. Undoubtedly, he will run overtime.

It is our estimate that this overtime will amount to about 30 days for which we expect to collect liquidated damages at the rate of $160 per day.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

FBK:fp fn

RECEIVED
DEC 13 1960
FOR FILING

7-326 (7)

5670

December 12, 1960

Mr. C. R. O'Neil
Route 2, Box 95
Creswell
Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 12, 1960, had under discussion your request for an increase of 32 additional workdays from 120 days to 152 days, within which to complete your contract #5670, without the assessment of liquidated damages, for grading-paving-structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: A. F. Parson
Lloyd C. Johnson
Tom Edwards
R. L. Porter
C. H. Nelson

RECEIVED
DEC - 1960
FOR FILING

5670

December 8, 1960

Request for extension of time
No. 4
December 12-13 meeting

Oregon State Highway Commission

Gentlemen:

The contractor on the Juntura-Horseshoe Bend Section of the Central Oregon Highway, Contract No. 5670, has requested that his work time be extended 32 days, from 120 days to 152 days, without the assessment of liquidated damages. The contractor, C. H. O'Neil, supports his request with the reason that a delay in the delivery of steel girders for the construction of the bridge, which is a part of this contract, acted to delay his grading operation and will consequently make him run overtime.

The delay in delivery of the steel was not the responsibility of the State Highway Department but rather the result of his and the fabricator's own actions. Furthermore, he did not have the foundation structures ready for steel placement until the date on which the steel actually arrived. It must be further stated that the contractor has been very slow in getting started on the grading work. Workday count began May 2, 1960, yet no grading work was done until September 26, 1960.

There is no valid reason for granting an extension of time, and it is therefore recommended that the request be denied.

This matter will be on the agenda for the December 12-13 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me

Enclosure

cc Mr. Tom Edwards

FORM CD-121
(9-22-59)

RECEIVED
NOV 25 19

UNITED ST VERNMENT
ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

Memorandum

DATE: November 22, 1960

TO :W. C. Williams, State Highway Engineer
Salem, Oregon

1-326 (7)

5670

FROM :C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
District Engineer

08-35.8-DA

SUBJECT: Unsatisfactory progress of work on Oregon Project F-326(7)
Juntura-Horseshoe Bend Section, Central Oregon Highway

We would like to call your attention to the unsatisfactory progress of work on the above project.

Work was started on this project on May 27, 1960, as advised in your letter of June 7, 1960. However, as the railroad insurance was not approved until June 22, 1960, the work-day count did not begin until then.

At the time of our last construction inspection, October 26, 1960, 74% of the contractor's time had elapsed but only 20% of the work was completed. Of special note was the grading which was only 18% completed. We realize that a part of the grading cannot be completed until the structure is finished.

We would appreciate your comments and plans on this matter to ensure us that the project will be completed without undue delay.

Copy sent to LW

RECEIVED
NOV 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUL 7 1960
FOR FILING
F 326([illegible])
5670

July 6, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under date of June 28, 1960, you wrote me concerning revisions to our highway line on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

Apparently we were in error in submitting the revised plans to you under date of August 29, 1959. Somebody apparently picked up the original plans rather than the revised plans. I am now sending you herewith additional prints from Sheets 4, 5 and 6, which show the revised alignment and which are in conformance with the revisions shown on the plans which you approved under date of April 29, 1960. You will note, however, that we have not shown the revisions on Sheet 6 where we cross your tracks, as we are in doubt as to how you will take care of the retaining walls at the corners of the bridge and of the slopes beyond these retaining walls.

I have discussed this with Mr. Haysinger over the telephone, and he has agreed to show the easements needed for these walls and slopes. The 60-foot easement covering the structure itself is satisfactory to us.

Very truly yours,

W. C. Williams
State Highway Engineer

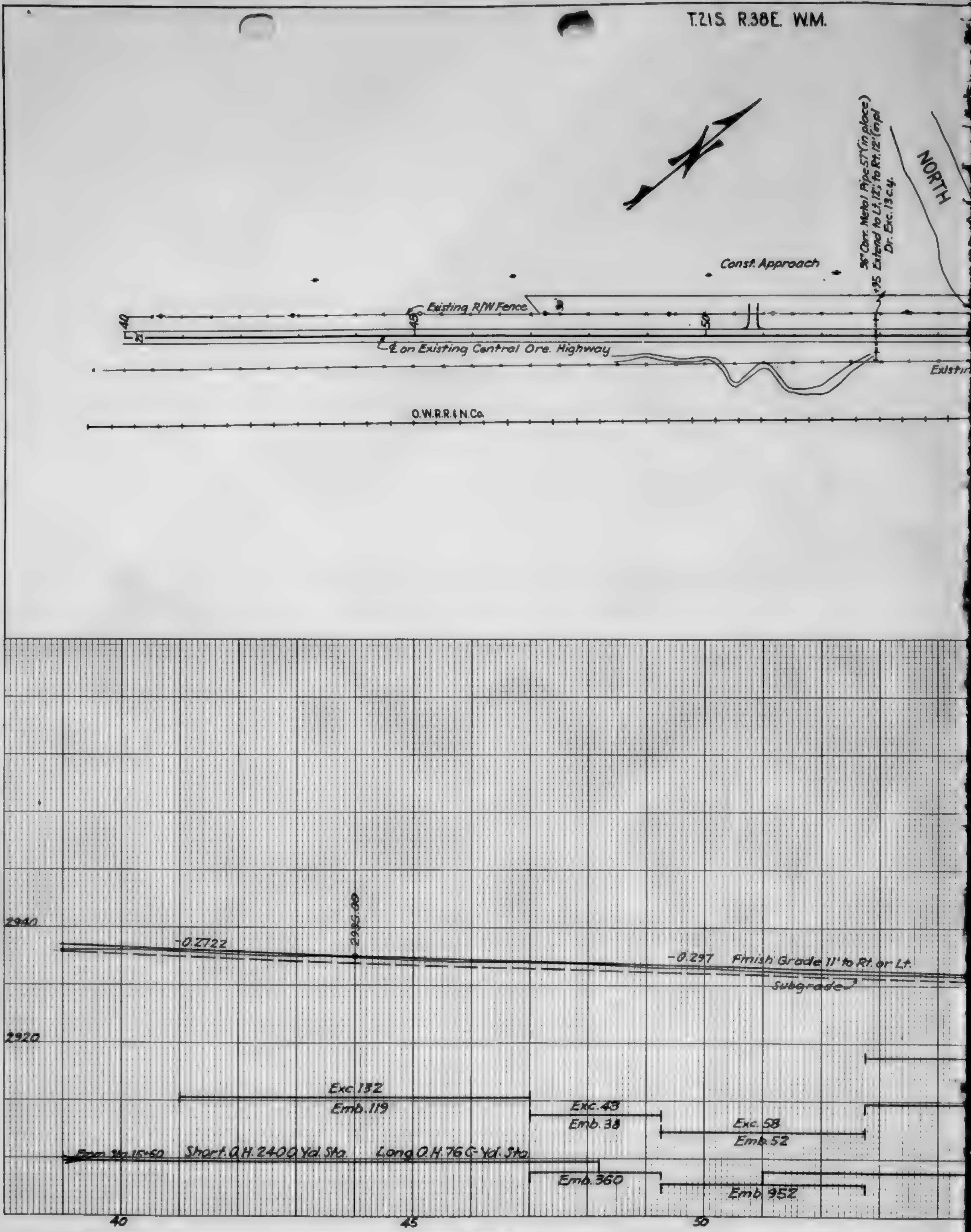
By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards



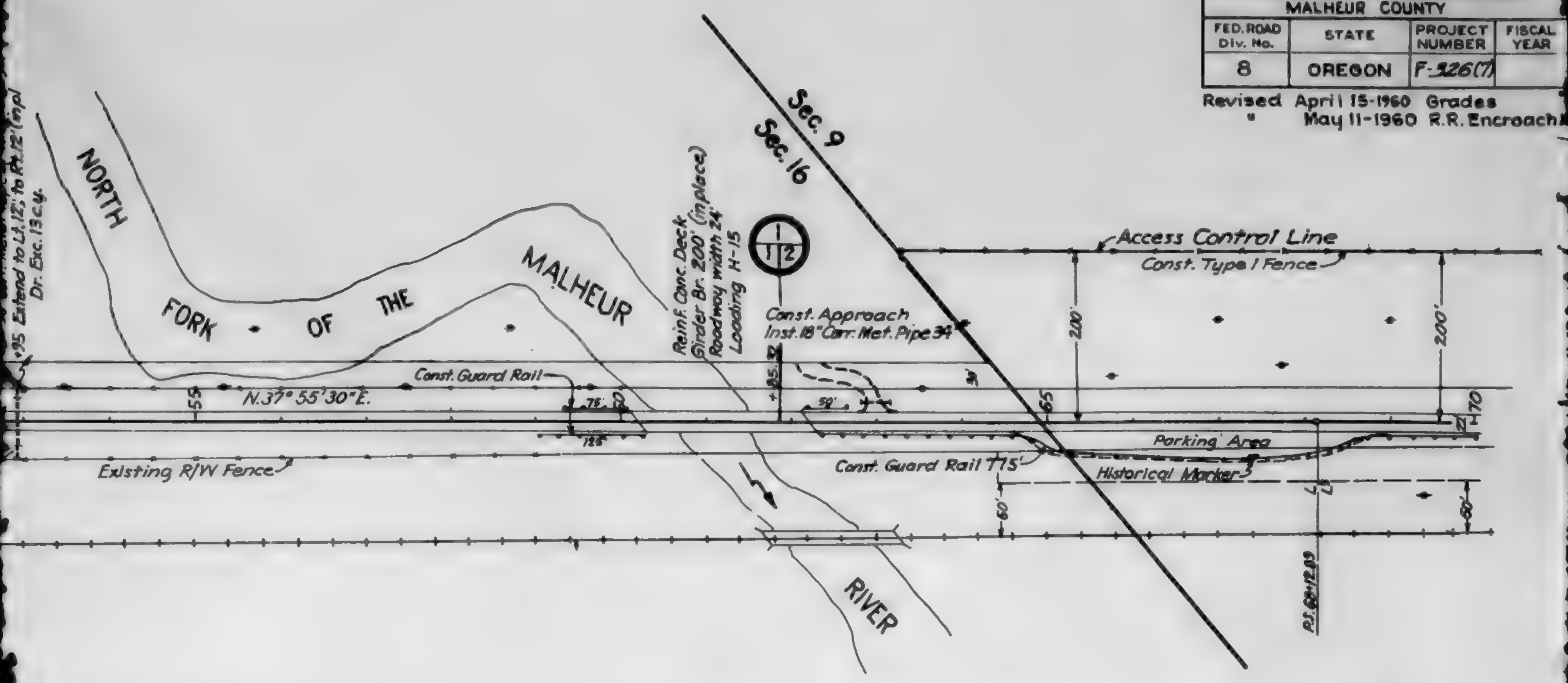
T.21S. R.38E. W.M.
NORTH
36" Corr. Metal Pipe ST (in place) Extend to Lt.12'; to Rt.12' (inpl
Dr. Exc. 13 c.y.
+95
Const. Approach
Existing R/W Fence
40
45
50
℄ on Existing Central Ore. Highway
Existin
O.W.R.R.&N.Co.
2940
2920
-0.2722
2935.00
-0.297
Finish Grade 11' to Rt. or Lt.
Subgrade
Exc. 132
Emb. 119
Exc. 43
Emb. 38
Exc. 58
Emb. 52
From Sta. 15+60
Short O.H. 2400 Yd. Sta.
Long O.H. 760 Yd. Sta.
Emb. 360
Emb. 952
40
45
50

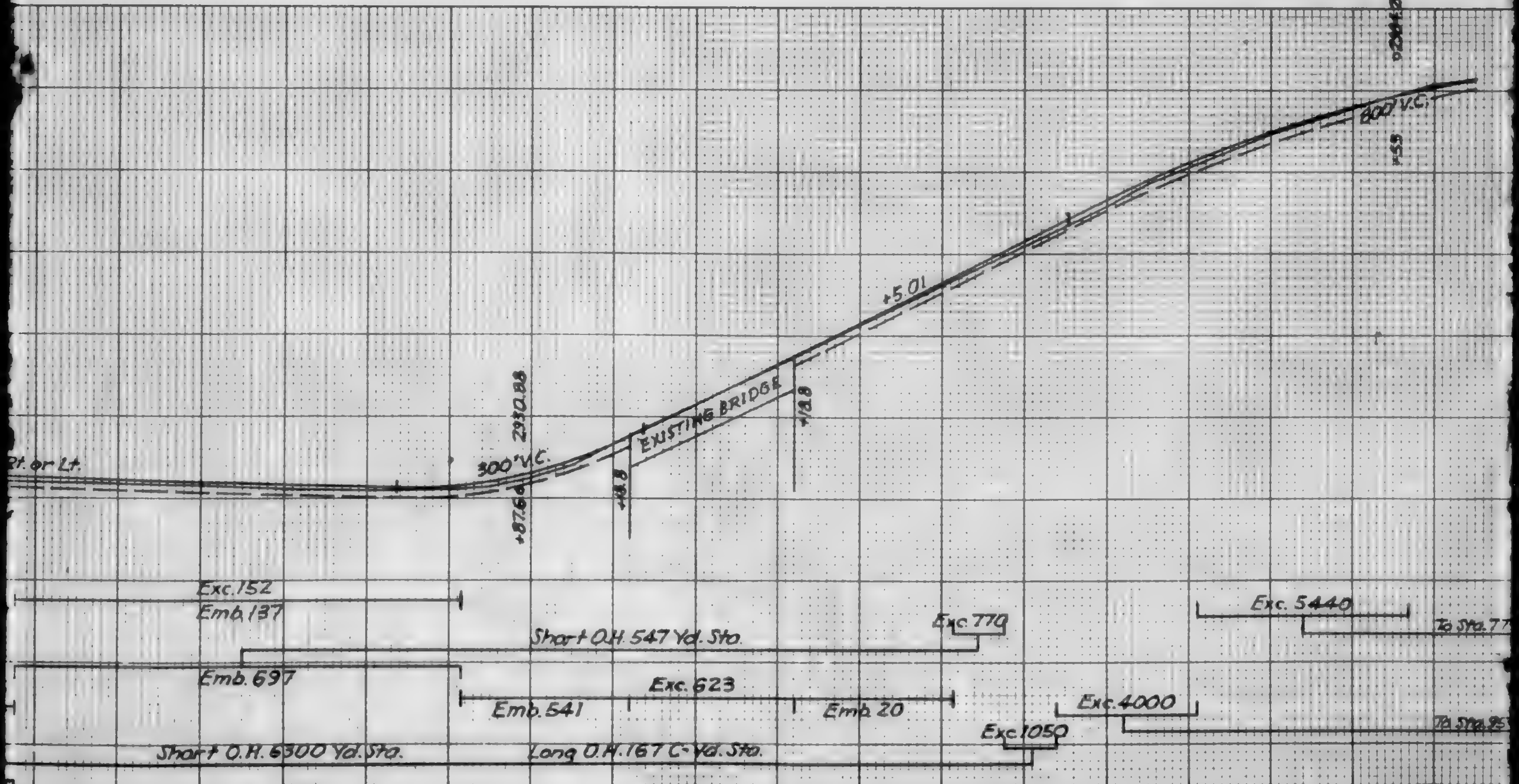
SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

JUNTURA-HORSESHOE BEND SECTION CENTRAL OREGON HIGHWAY MALHEUR COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	F-326(7)	

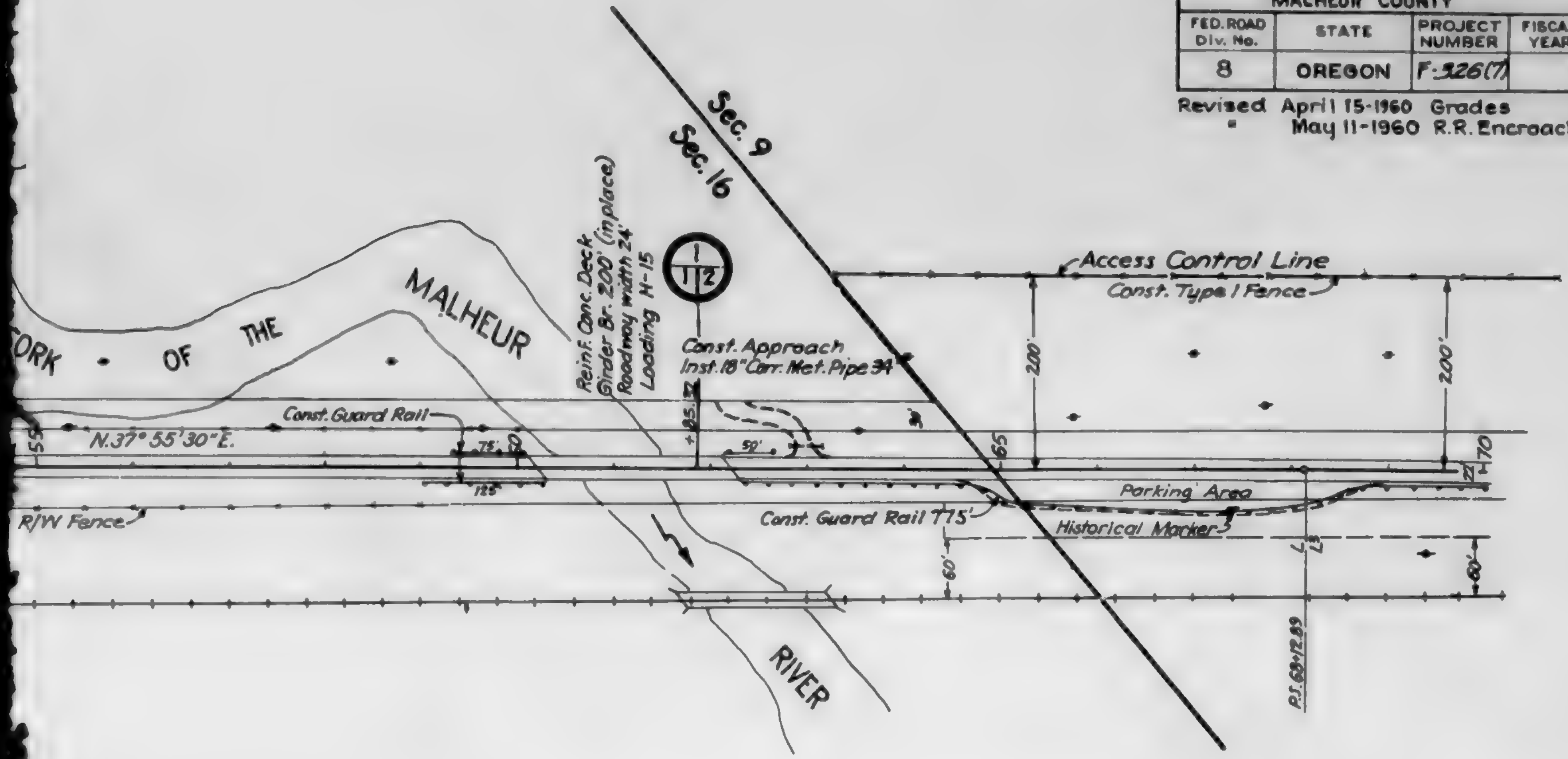
Revised April 15-1960 Grades
" May 11-1960 R.R. Encroach

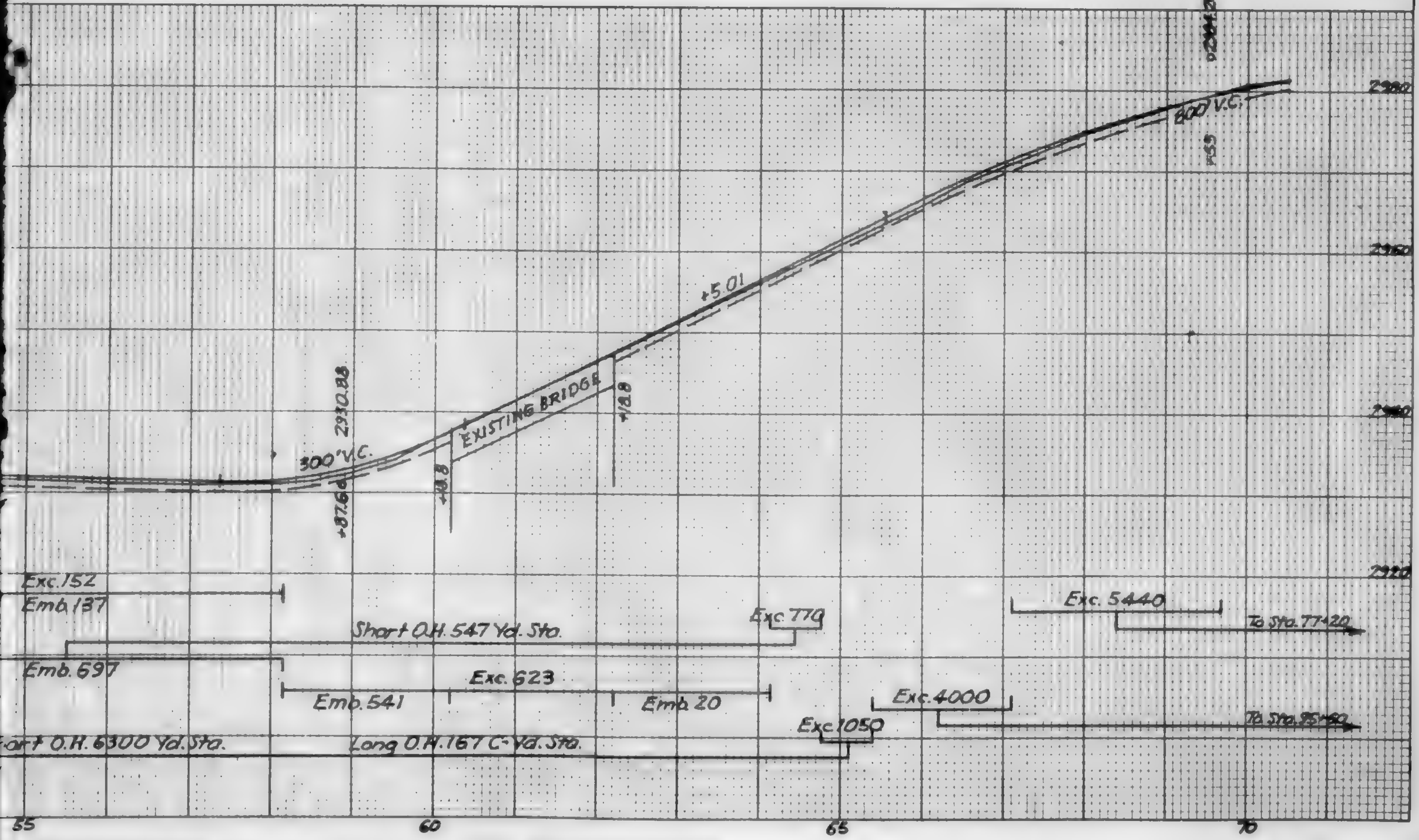

+95 Extend to Lt. 12'; to Rt. 12' (inpl
Dr. Exc. 13 c.y.
NORTH FORK OF THE MALHEUR RIVER
Sec. 9
Sec. 16
Reinf. Conc. Deck Girder Br. 200' (inplace) Roadway width 24' Loading H-15
1 | 1 2
Const. Approach Inst. 18" Corr. Met. Pipe 34'
Access Control Line
Const. Type 1 Fence
200'
200'
Const. Guard Rail
N.37° 55' 30" E.
55
75'
125'
+85.37
50'
30'
65
70
Existing R/W Fence
Const. Guard Rail T75'
Parking Area
Historical Marker
60'
60'
P.S. 68+12.03


Rt. or Lt.
300' V.C.
2930.88
+87.66
+18.8
EXISTING BRIDGE
+18.8
+5.01
600' V.C.
2944.26
+55
Exc. 152
Emb. 137
Short O.H. 547 Yd. Sta.
Exc. 770
Exc. 5440
To Sta. 77
Emb. 697
Exc. 623
Emb. 541
Emb. 20
Exc. 4000
To Sta. 95
Exc. 1050
Short O.H. 6300 Yd. Sta.
Long O.H. 167 C-Yd. Sta.
55
60
65
70

JUNTURA-HORSESHOE BEND SECTION CENTRAL OREGON HIGHWAY MALHEUR COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-326(7)		See Index

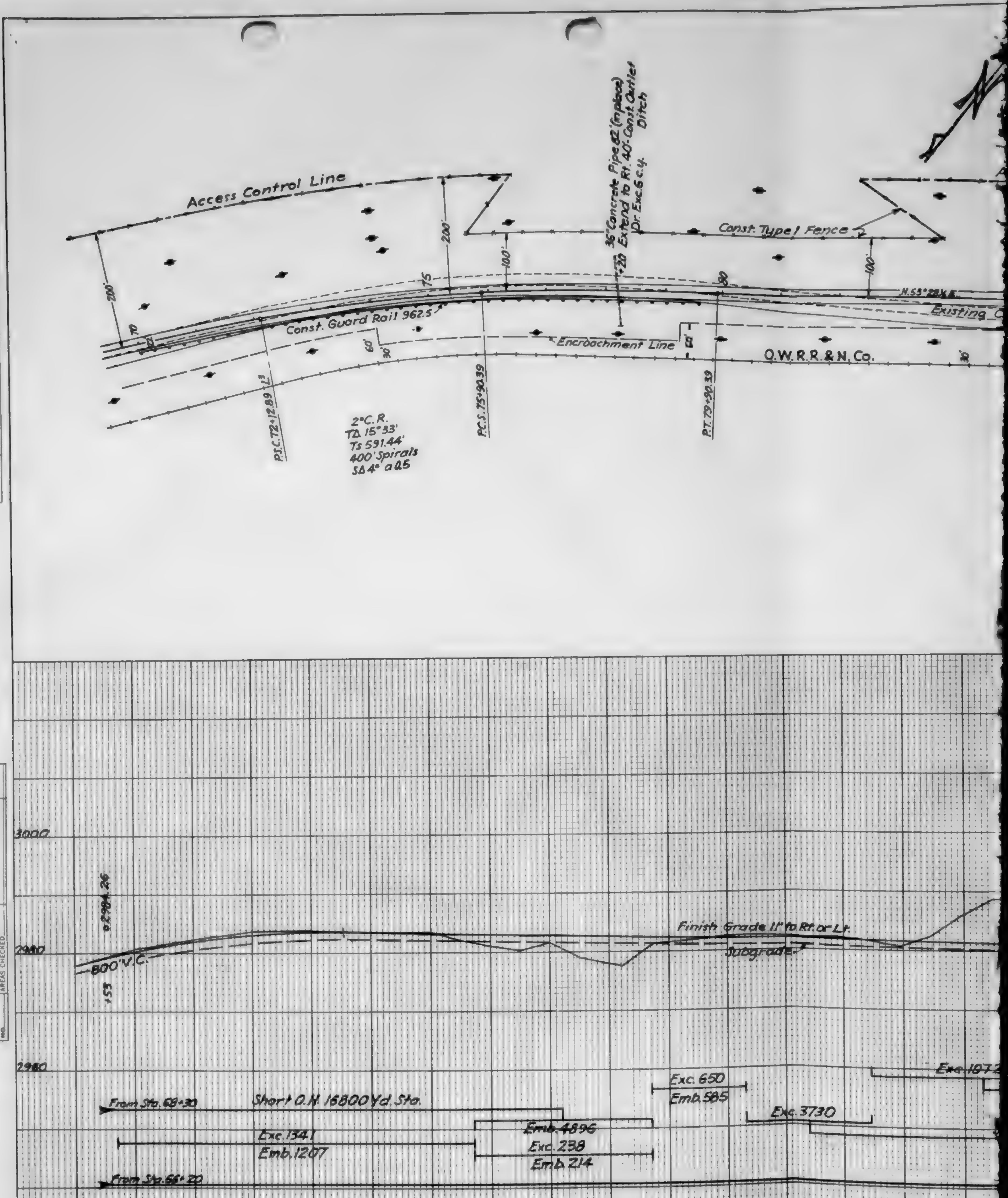
Revised April 15-1960 Grades
" May 11-1960 R.R. Encroach. removed.


Sec. 9
Sec. 16
ORK OF THE MALHEUR
RIVER
Reinf. Conc. Deck
Girder Br. 200' (in place)
Roadway width 24'
Loading H-15
1
1 2
Const. Approach
Inst. 18" Corr. Met. Pipe 34'
+85.37
Access Control Line
Const. Type I Fence
200'
200'
Const. Guard Rail
N.37° 55' 30" E.
75'
125'
50'
65
70
R/W Fence
Const. Guard Rail 775'
Parking Area
Historical Marker
60'
60'
P.I. 69+12.89



FINAL SURVEY
SURVEYED
PLOTTED
NOTE BOOK
TEMPLATE
NO.
AREAS
AREAS CHECKED

ORIGINAL SURVEY
SURVEYED
PLOTTED
NOTE BOOK
TEMPLATE
NO.
AREAS
AREAS CHECKED

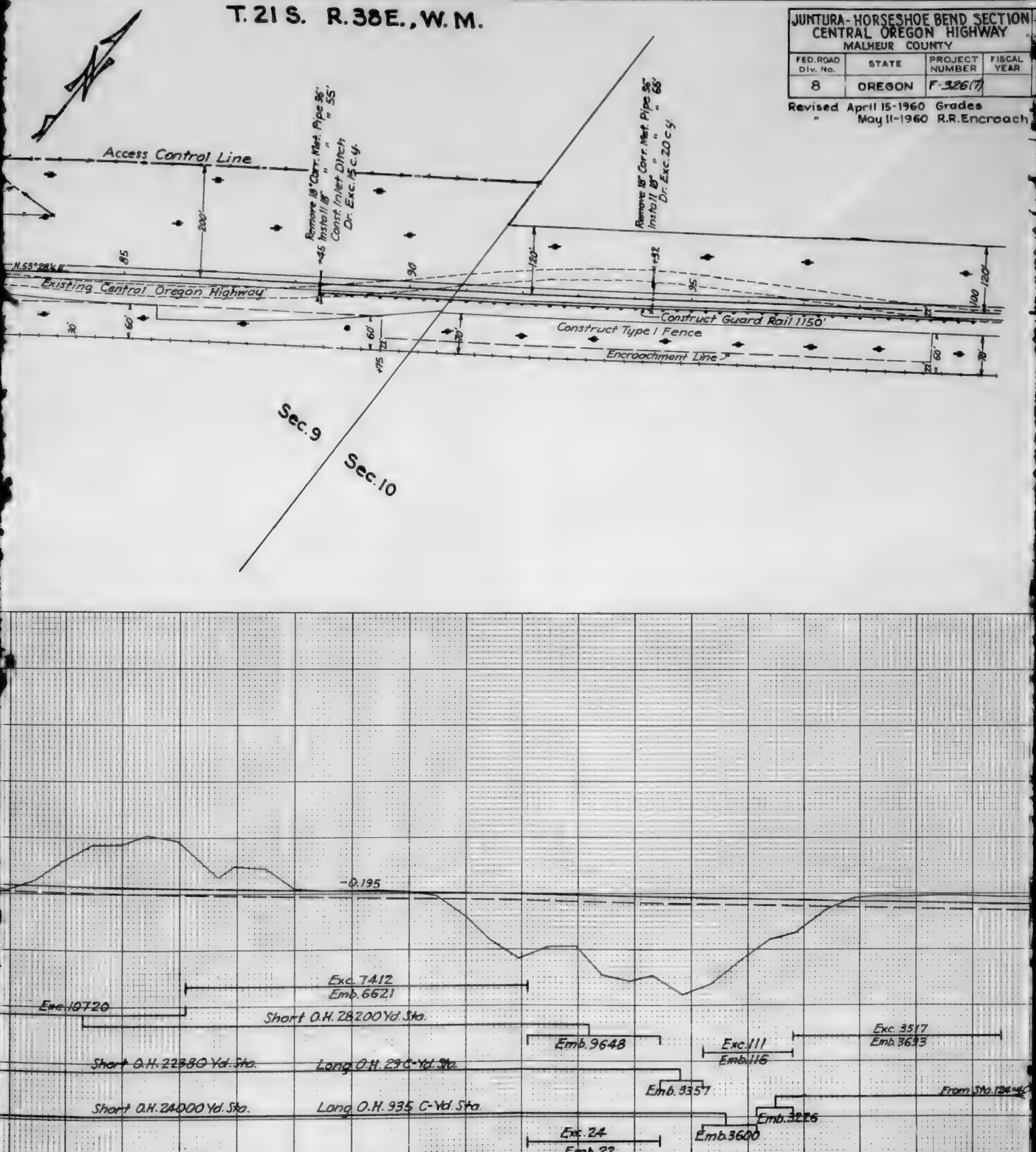


Access Control Line
36" Concrete Pipe 62' (in place) Extend to Rt. 40'- Const. Outlet Ditch Dr. Exc. 6 c.y.
+20
Const. Type 1 Fence
200'
200'
100'
100'
70
75
80
Const. Guard Rail 962.5'
N.53°28'X E.
Existing
Encroachment Line
60'
30'
50'
30'
O.W.R.R. & N. Co.
P.S.C. 72+12.89
P.C.S. 75+90.39
P.T. 79+90.39
2° C.R.
TΔ 15°53'
Ts 591.44'
400' Spirals
SΔ 4° a 0.5
3000
2990
2980
2984.26
+53
800' V.C.
Finish Grade 1" to Rt. or Lt.
Subgrade
From Sta. 68+30
Short O.H. 16800 Yd. Sta.
Exc. 1341
Emb. 1207
Emb. 4896
Exc. 238
Emb. 214
Exc. 650
Emb. 585
Exc. 3730
Exc. 1072
From Sta. 66+20
70
75
80

JUNTURA-HORSESHOE BEND SECTION
CENTRAL OREGON HIGHWAY
MALHEUR COUNTY

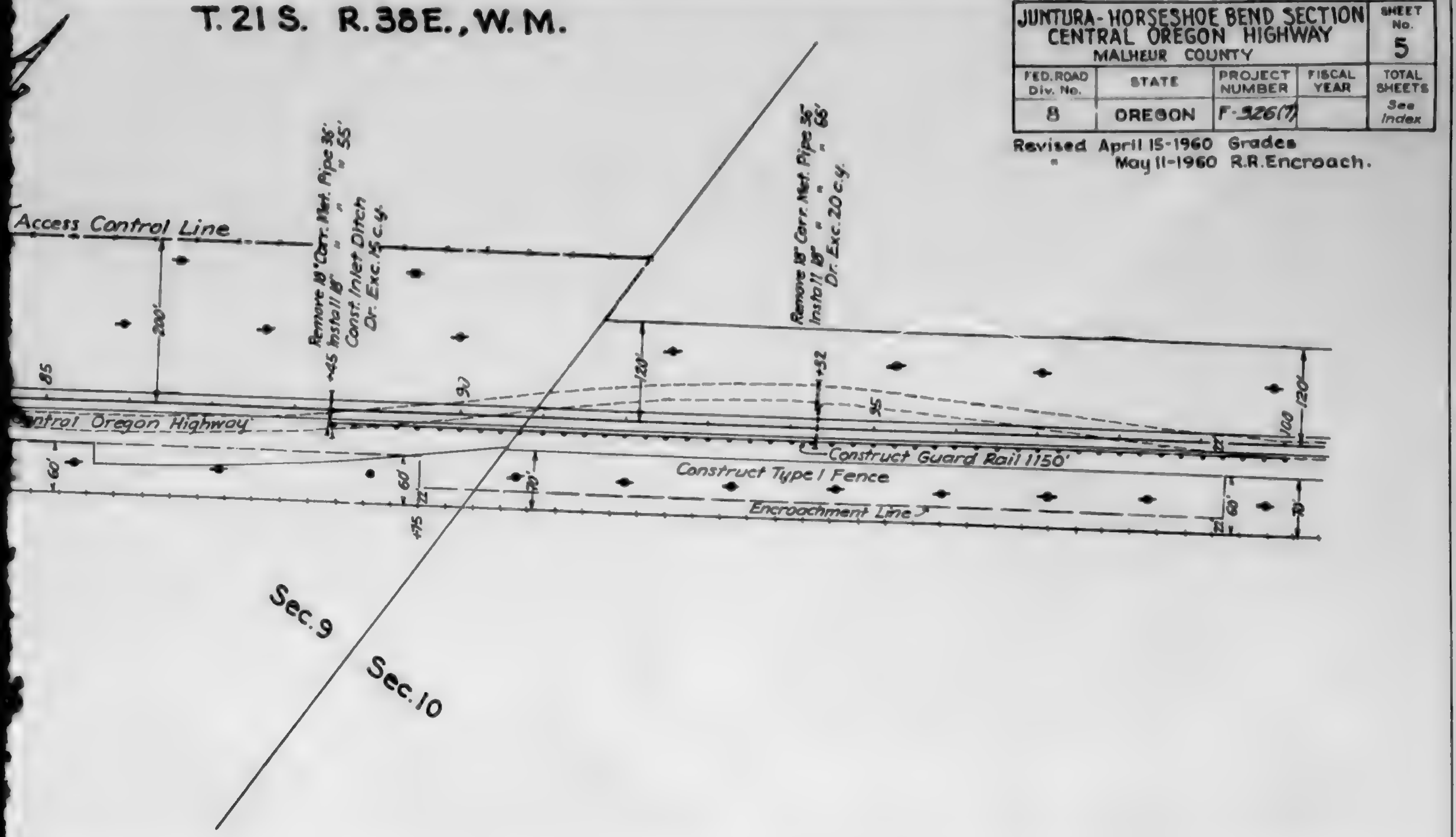
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	F-326(7)	

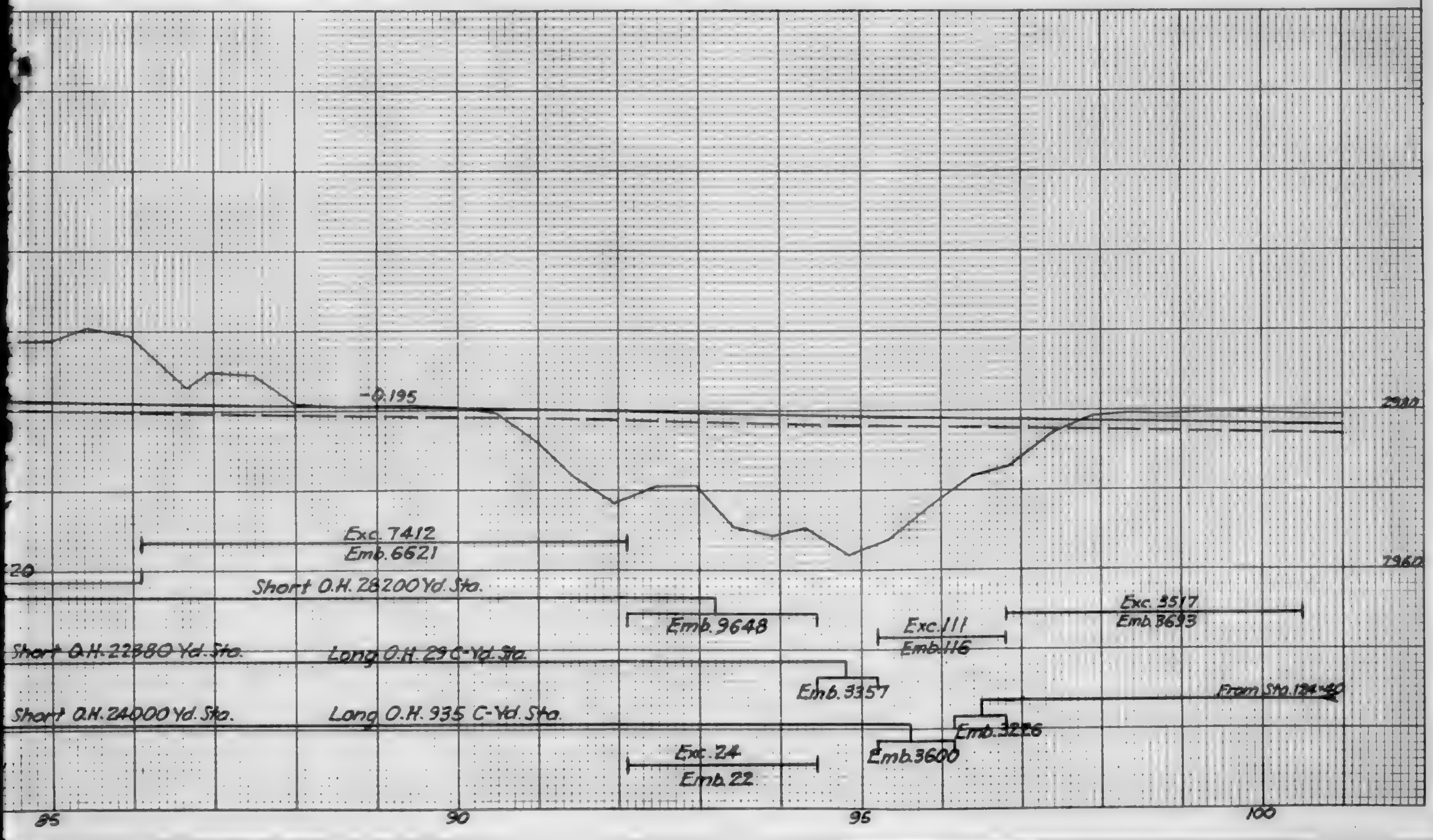
Revised April 15-1960 Grades
" May 11-1960 R.R. Encroach.

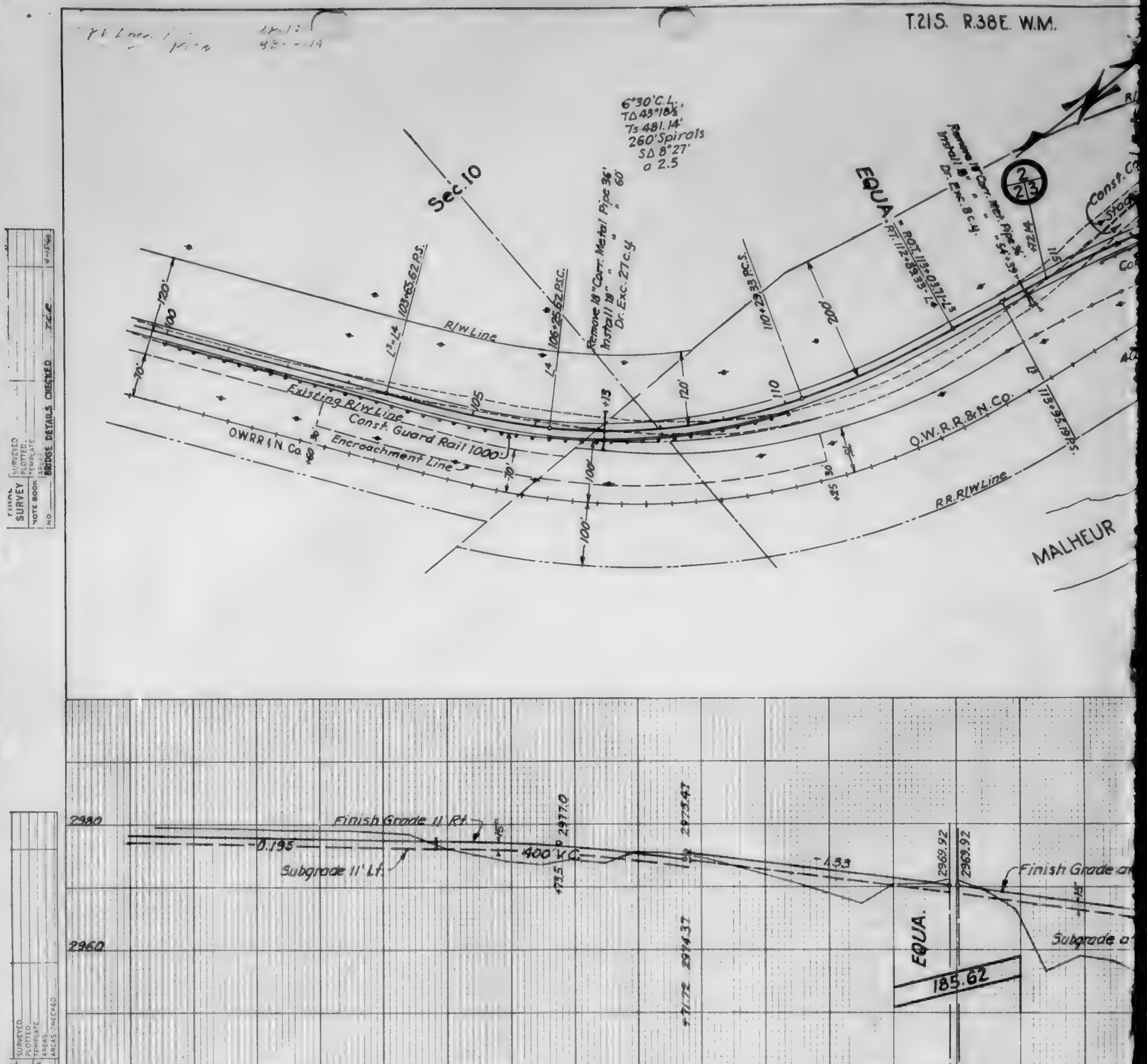

T. 21 S. R. 38E., W. M.
Access Control Line
200'
85
N.55°28¾E.
Existing Central Oregon Highway
30'
60'
Remove 18" Corr. Met. Pipe 36'
Install 18" " " 55'
Const. Inlet Ditch
Dr. Exc. 15 c.y.
+45
90
60'
22'
+75
70'
120'
Remove 18" Corr. Met. Pipe 56'
Install 18" " " 68'
Dr. Exc. 20 c.y.
+32
95
Construct Guard Rail 1150'
Construct Type I Fence
Encroachment Line
100
120'
22'
60'
70'
Sec. 9
Sec. 10
-0.195
Exc. 7412
Emb. 6621
Exc. 10720
Short O.H. 28200 Yd. Sta.
Emb. 9648
Exc. 111
Emb. 116
Exc. 3517
Emb. 3693
Short O.H. 22380 Yd. Sta.
Long O.H. 29 C-Yd. Sta.
Emb. 3357
From Sta. 124+40
Short O.H. 24000 Yd. Sta.
Long O.H. 935 C-Yd. Sta.
Emb. 3226
Exc. 24
Emb. 22
Emb. 3600
85
90
95
100

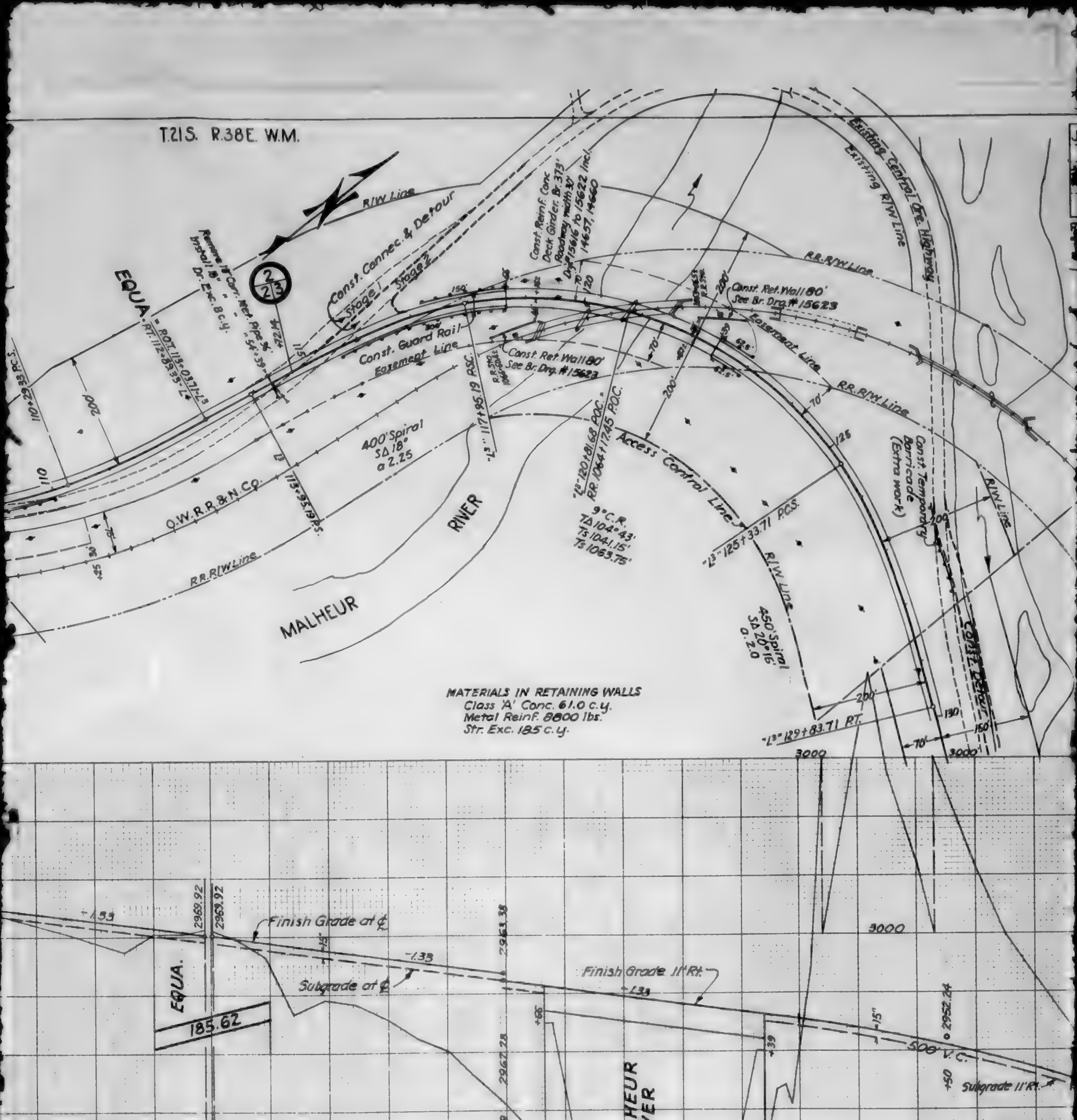
JUNTURA-HORSESHOE BEND SECTION CENTRAL OREGON HIGHWAY MALHEUR COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-326(7)		See Index

Revised April 15-1960 Grades
" May 11-1960 R.R. Encroach.


T. 21 S. R. 38E., W.M.
Access Control Line
Remove 18" Corr. Met. Pipe 36'
+45 Install 18" " " " 55'
Const. Inlet Ditch
Dr. Exc. 15 c.y.
Remove 18" Corr. Met. Pipe 36'
+52 Install 18" " " " 68'
Dr. Exc. 20 c.y.
200'
120'
120'
85
90
95
100
Central Oregon Highway
Construct Guard Rail 1150'
Construct Type 1 Fence
Encroachment Line
60'
60'
70'
60'
70'
+75
Sec. 9
Sec. 10



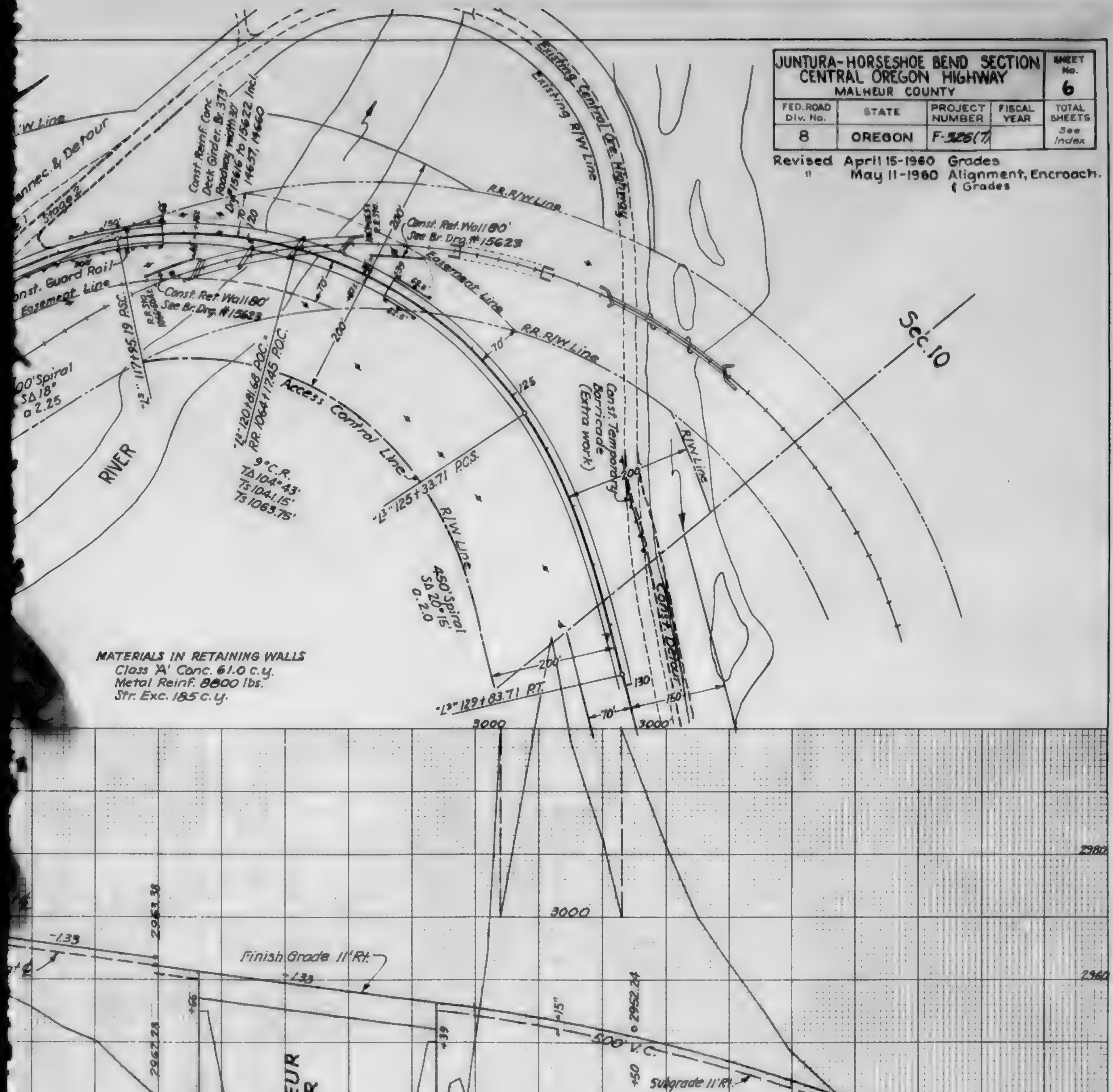

T.21S. R.38E. W.M.
6°30' C.L.
TΔ 43°10'
Ts 481.14'
260' Spirals
SΔ 8°27'
a 2.5
Sec. 10
103+65.62 P.S.
106+25.62 P.S.C.
Remove 18" Corr. Metal Pipe 36'
Install 18" " " 60'
Dr. Exc. 27 c.y.
110+23.33 P.C.S.
EQUA. POT 113+03.71 Lt.
RT. 112+89.33 Lt.
Remove 18" Corr. Met. Pipe 36'
Install 18" " " 54'
Dr. Exc. 8 c.y.
47214
2/2 3
115
113+95.19 P.S.
Const. Co
Stag
R/W Line
Existing R/W Line
Const. Guard Rail 1000'
Encroachment Line
O.W.R.R. & N. Co.
R.R. R/W Line
MALHEUR
120'
100
70'
200
100'
105
110
+13
+25
30
75
2980
2960
2940
Finish Grade 11' Rt.
Subgrade 11' Lf.
-0.195
400' V.C.
+73.5
2977.0
2975.47
+71.72
2974.37
-1.33
2969.92
2969.92
EQUA.
185.62
Finish Grade
Subgrade
Exc. 340
Short O.H. 80 Yd. Sta.
Exc. 5318
Emb. 5584
Exc. 106
Emb. 111
Emb. 357
Emb. 857
Exc. 6229
Emb. 6540
Short O.H. 460 Yd. Sta.
Exc. 816
To Sta. 96+50
Short O.H. 16128 Yd. Sta.
Long O.H. 489
112+89.33
113+03.71
100
105
110
115
FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
BRIDGE DETAILS CHECKED
NOTE BOOK
NO.
T.G.E.
4-15-
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.


T.21S. R.38E. W.M.
2
2 3
R/W Line
EQUA.
"L²" P.O.T. 113+03.71
RT. 112+89.33 "L³"
Remove 11" Corr. Met. Pipe 54' 39'
Install 18" " "
Dr. Exc. 8 C.Y.
Const. Connec. & Detour
Stage 1
Stage 2
Const. Reinf. Conc. Deck Girder Br. 373 Roadway width 30' Drg. #15616 to 15622 Incl. 14657, 14660
Const. Guard Rail
Easement Line
Const. Ret. Wall 80' See Br. Drg. #15623
"L³" 117+95.19 P.S.C.
400' Spiral
SΔ 18°
a 2.25
O.W.R.R.&N.Co.
RR. R/W Line
RIVER
MALHEUR
"L³" 120+81.68 P.O.C.
RR. 1064+17.45 P.O.C.
9° C.R.
TΔ 104° 43'
Ts 104.15'
Ts 1063.75'
Access Control Line
"L³" 125+33.71 P.C.S.
R/W Line
450' Spiral
SΔ 20° 16'
a 2.0
Existing Control Ore. Highway
Existing R/W Line
Easement Line
Const. Temporary Barricade (Extra work)
Const. Detour
"L³" 129+83.71 P.T.
200'
70'
110
115
120
125
130
150
3000
Finish Grade at ℄
-1.33
2969.92
2963.38
2952.24
Subgrade at ℄
Finish Grade 11' Rt.
Subgrade 11' Rt.
500' V.C.
EQUA.
185.62
MALHEUR RIVER
+66
+39
+95.19
+50
Exc. 6229
Emb. 6540
O.H. 460 Yd. Sta.
Exc. 816
Short O.H. 16128 Yd. Sta.
Exc. 235
Emb. 247
Emb. 9928
Long O.H. 489 C-Yd. Sta.
Emb. 6170
Exc. 7532
Short O.H. 13140 Yd. Sta.
Emb. 2868
Exc. 8223
Exc. 2688
Exc. 10800
Exc. 4070
Short O.H.
112+89.33
113+03.71

MATERIALS IN RETAINING WALLS
Class 'A' Conc. 61.0 c.y.
Metal Reinf. 8800 lbs.
Str. Exc. 185 c.y.

JUNTURA-HORSESHOE BEND SECTION CENTRAL OREGON HIGHWAY MALHEUR COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-326(7)		See Index

Revised April 15-1960 Grades
" May 11-1960 Alignment, Encroach. & Grades


W Line
annec. & Detour
Stage 2
150'
onst. Guard Rail
Easement Line
00' Spiral
SΔ 18°
a 2.25
"L3" 117+95.19 P.S.C.
R.R. STA.
Const. Ret. Wall 80'
See Br. Drg. #15623
Const. Reinf. Conc.
Deck Girder. Br. 373
Roadway width 30'
Drg. 15616 to 15622 Incl.
14657, 14660
70
120
"L3" 120+81.68 P.O.C. =
R.R. 1064+17.45 P.O.C.
RIVER
9° C.R.
TΔ 104°43'
Ts 1041.15'
Ts 1063.75'
200'
70'
Access Control Line
Const. Ret. Wall 80'
See Br. Drg. #15623
Easement Line
R.R. R/W Line
R.R. R/W Line
Existing R/W Line
Existing Central Ore. Highway
70'
125
"L3" 125+33.71 P.C.S.
R/W Line
450' Spiral
SΔ 20°15'
a 2.0
Const. Temporary Barricade (Extra work)
R/W Line
Sec. 10
Const. Detour
200'
"L3" 129+83.71 P.T.
130
150'
70'
3000
3000
3000
2963.38
2967.28
+95.19
+66
+39
-1.33
-1.33
Finish Grade 11' Rt.
MALHEUR RIVER
-1.5"
2952.24
+50
500' V.C.
Subgrade 11' Rt.
-3.316
2980
2960
2940
2920
xc. 235
mb. 247
mb. 9928
9 C-Yd. Sta.
Short O.H. 13140 Yd. Sta.
Emb. 6170
Exc. 7532
Emb. 2868
Exc. 8223
Exc. 10800
Exc. 2688
Exc. 13802
Emb. 16652
Short O.H. 20560 Yd. Sta.
To Sta. 152+80
162+10
171+30
Exc. 4070
To Sta. 179+10
120
125
130

MATERIALS IN RETAINING WALLS
Class 'A' Conc. 61.0 c.y.
Metal Reinf. 8800 lbs.
Str. Exc. 185 c.y.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 28, 1960

(File Ref. D 322 - 0 - 8)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Juntura - Horseshoe Bend Section,
Central Oregon Highway

In your letter of August 29, 1959 you furnished me revised prints on this project, eliminating some easements and revising the curve immediately west of the overcrossing structure. However, contract drawings sent me June 23 by Mr. Merchant do not show the revisions but conform to the original plans.

It is hoped that the correct information is being sent to the field.

Yours very truly,

G H Baker
G. H. Baker
Superintendent

NOTED

RECEIVED
JUN 29 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 29 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 9 1960
FOR FILING

F 326(7)

577

A

June 8, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County, Contract No. 5670, in connection with Federal Aid Project No. F-326(7).

This work is necessary for the direction and guidance of traffic during construction. The contractor can place and move signs as required for better coordination with the construction program. It will not include lights, warning signs, and barricades required of the contractor for the safety of traffic and workmen, and does not relieve him of his responsibility of maintaining them. Plan sheets showing the proposed signing is attached.

This order has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:sw
Encl.

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUN - 7 1960
FOR FILING
F. 326(7)
5670

A

June 7, 1960

Mr. C. R. O'Neil
Route 2, Box 95
Creswell
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5670, awarded April 21, 1960, for grading-paving-structure on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN -7 1960
FOR FILING
F-326(7)
5670

A

June 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 27, 1960, on Contract No. 5670, Juntura-Horseshoe Bend Section, in Malheur County, in connection with Federal Aid Project No. F-326(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
960
FOR FILING
F-326(7)
5670

When replying, refer to:
08-35.5

408 State Highway Building
Salem, Oregon

June 6, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-326(7), Juntura-Horseshoe Bend Section of the Central Oregon Highway

Dear Sir:

Authorization is hereby granted to proceed with the necessary adjustment of the Oregon Washington Telephone Company lines as of this date, as requested in Mr. Porter's letter of June 6, 1960.

We are approving the agreement, as evidenced by the exchange of correspondence between the State and utility company, with the understanding that reimbursement will be only for that portion on private property in accordance with PPM 30-4. It appears from the utility estimate that their estimate of cost includes removal of the telephone line that lies on public road right-of-way.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
District Engineer

RECEIVED
JUN - 6 1960
FOR FILING

F-326(7)

5670

June 6, 1960

Juntura-Horseshoe Bend Sec.
Central Oregon Highway
Malheur County
Project No. F-326(7)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are the following data in connection with adjusting the facilities of the Oregon Washington Telephone Company on the above subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjusting portions of its lines.

2. Two copies of the Company's estimate.

3. Two sets of sketches prepared by the Company covering the line adjustments.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of FPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

F-326(7) Juntura-Horseshoe Bend 1960
Sec. of Central Ore. Hwy.
#5670 Folder #1

RECEIVED
MAY 25 1960
FOR FILING

F-326(7)

5670

May 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering the State's share of flagging costs on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County, Contract No. 5670, in connection with Federal Aid Project No. F-326(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
PU MAY 10 1960
FOR FILING

F-32(?)

3670

Salem, Oregon
May 9, 1960

Juntura-Horseshoe Bend
Section, Central Oregon
Highway, Malheur County

Mr. R. L. Porter

Some time ago, you sent the Union Pacific plans for the Juntura-Horseshoe Bend Section. I have a set returned by them in which numerous corrections have been made in red ink.

On Sheet No. 6 you will note that they have reduced the easement width for the structure to 60 feet. This will provide us ample room for construction and I do not think we should object to it.

I am not sure why they have made the change in our highway alignment as shown in red and would suggest that you check this to see if it is actually what we are going to do.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2528 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MAY 4, 1960

Ref. File: D 322 - 0 - 8

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Juntura - Horseshoe Bend Unit -
Central Oregon Highway

Returned herewith is set of Plans of the Horseshoe Bend Overcrossing, bearing the approval of our Chief Engineer. Your attention, however, is called to the corrections in encroachments and alignment, shown in red on Sheets 3 to 6 inclusive.

Yours very truly,

G H Baker
G. H. Baker,
Superintendent

enc.

RECEIVED
MAY 6 1960
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
APR 25 1960
FOR FILING

326 (7)

5670

April 22, 1960

C. R O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Sir:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5670 for grading, paving, and structure on the Juntura-Horseshoe Bend Section of Central Oregon Highway in Malheur County.

This award was based on your bid of $490,082.85 which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

A

RECEIVED

FOR FILING
F 326(7)
5670

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5670 for Oregon Project F-326(7), Juntura-Horseshoe Bend Section, Central Oregon Highway, to C. R. O'Neil of Creswell, Oregon, low bidder in the amount of $490,082.55 at the April 19, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED
APR 13 1960
FOR FILING

April 13, 1960

Mr. E. F. Wengert
General Manager, Northwest District
Union Pacific Railroad Company
836 Pittock Block
Portland, Oregon

Dear Sir:

Your file: C 323-1-71

I am returning herewith the endorsed carbon copy of your letter of April 12 extending the permit of entry on your right of way in the vicinity of Juntura in Malheur County. I wish to thank you for your courtesy in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

cc Mr. R. M. Brown
Mr. G. E. Baker
Mr. D. J. Callahan

Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

April 12, 1960
File: C 323-1-71

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Your letter of April 7, acknowledging receipt of ours of March 31, relative improvement of the Central Oregon Highway in the vicinity of Juntura on the Oregon Eastern Branch.

It was the intention of our letter of March 31 that authorization for entry upon the right of way for the entire project in that vicinity be extended rather than only entry for utilization of the eleven acre stock pile and materials source site, and this letter is to affirm such intention.

Will you kindly sign acceptance indicated below and return carbon copy of this letter for my file?

Yours very truly,

D F Wengert

Accepted this 13th day of
April, 1960

STATE OF OREGON

By G S Paxson
Asst. State Highway Engineer

cc: Mr. R. M. Brown
Mr. D. J. Callahan
Mr. G. H. Baker

RECEIVED
APR 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR - 8 1960
FOR FILING

April 7, 1960

Mr. D. F. Wengert
General Manager, Northwest District
Union Pacific Railroad Company
[illegible]36 Pittock Block
Portland, Oregon

Dear Sir:

Your file: C 323-1-71

Reference is made to your letter of March 31 in which you kindly gave us permit of entry on an eleven-acre stock pile and materials source site in the vicinity of Juntura on the Oregon Eastern Branch of your railroad. I am attaching hereto a carbon copy of this permit which has been endorsed by Mr. W. C. Williams, State Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.
cc Mr. H. M. Brown
Mr. G. H. Baker
Mr. D. J. Callahan
Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

RECEIVED
[illegible] 1960
FOR FILING
F. 326(7)

When replying, refer to
08-35.4
5670

408 State Highway Building
Salem, Oregon

April 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-326(7), Juntura-Horseshoe Bend Section of the Central Oregon Highway, providing for the construction of one R.C.D.G. structure and 3.107 miles of grading and paving.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending receipt of satisfactory evidence of agreement between the State and the railroad company regarding the proposed separation structure.

Our approval of P. S. and E. authorization for advertising are given with the understanding that you will make any corrections or additions found necessary upon completion of our detailed review of the bridge plans and specifications.

Very truly yours,

C. G. Polk
Division Engineer

Baxter

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 31, 1960

Mr. D. J. Callahan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Re: File No. 30351 - Oregon Washington Railroad and Navigation Company
Juntura-Horseshoe Bend Section
Central Oregon Highway
Malheur County

Dear Mr. Callahan:

Your letter of March 29, 1960, concerning the subject file has been received.

The granting of a perpetual easement covering the eleven acres under this file for use as a stockpile site is agreeable. This file may be included in the operating agreement.

Very truly yours,

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg

cc Mr. G. S. Paxson ✓

NOTED

RECEIVED

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

March 31, 1960

C 323-1-71

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to proposed improvement of the Central Oregon Highway in the vicinity of Juntura on the Oregon Eastern Branch:

We understand from recent conversation with your office that you propose solicitation of bids at an early date, requiring authority to enter upon the Railroad's right of way in advance of execution of formal agreement covering; also, that your proposed entry will be for the purpose of utilizing an 11 acre stock pile and materials source site, subject of the State's letter of March 11th.

Indicative of our desire to be cooperative with the State Highway Department, you are hereby granted permit of entry on the right of way at the locations requested upon the condition that the State will execute customary form of agreement when presented, which agreement shall include provisions for usual insurance and for reimbursement by the State to the Railroad for any expense incurred by the latter. Presentation of satisfactory insurance will, of course, be required before actual entry is made, but with this advance authority, you will be enabled to solicit bids and make award of contract.

To express your agreement and concurrence to the above, kindly sign the acceptance shown below and return the carbon copy of this letter for my file.

Yours truly,

D H Wengert

Accepted this 7th day of
April, 1960.

STATE OF OREGON

By
State Highway Engineer

cc: Mr. R. M. Brown - Portland
Mr. G. H. Baker - Albina
Mr. D. J. Callahan - Portland

RECEIVED
APR 1 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 31 1960
FOR FILING

March 30, 1960

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

I am mailing you, under separate cover, six sets of completed plans and specifications for the Horseshoe Bend Overcrossing. You will note from the specifications that we are calling for bids on April 19, with the award of the contract to be made on April 21.

If the usual State-Railroad agreement for the encroachments and overcrossing structure is delayed beyond the award date, I would appreciate a permit of entry to your property so the contract for the project can be awarded.

I would appreciate the return of one set of the plans and specifications with your approval thereon.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. R. M. Brown
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. I. D. Merchant

CAG:kcm se

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 23, 1959

SUBJECT: Pux 329 - Horseshoe Bend O-Xing
OWRR & N Co. - Malheur County
Central Oregon Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Herewith I hand you copy of Order No. 36852, issued by the Public Utility Commissioner under date of September 17, 1959, relative to the above titled matter.

The order appears to be in accordance with the petition and testimony presented at the hearing.

J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

cc:	G. S. Paxson	(1)
	Ivan Merchant	(4)
	Tom Edwards	(2)
	I. A. DeFrance	(2)
	A. F. Parson	(2)
	J. W. Nash	(1)
	F. B. Crandall	(2)
	H. G. Simpson	(1)

RECEIVED
[illegible] ENGINEER

NOTED
G. S. PAXSON

Order #36852

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

F-2667

In the Matter of the Petition of the STATE OF OREGON, by and through its State Highway Commission, for permission to construct an overcrossing structure.	)	ORDER

The above entitled matter was duly heard on August 14, 1959, at Salem, Oregon, before Harold W. Pièrce, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. W. DeSouza, Assistant Attorney
General, Assistant Counsel for the
Oregon Stage Highway Commission

For Respondents:

Robert B. Batchelder, Attorney
Portland, Oregon
In behalf of Union Pacific Railroad
Company and Oregon-Washington
Railroad & Navigation Company

For the Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of the Public Utility
Commissioner of Oregon

Interested Parties:

None

On May 13, 1959, the State of Oregon, by and through its State Highway Commission, filed its Petition, pursuant to the provisions of ORS Chapter 763, for permission to construct an overcrossing structure across the right of way and over the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, at a point approximately two miles east of Juntura on U.S.H.R. No. 20, also known as the Central Oregon Highway. Such construction plan is known as the Horseshoe Bend Overcrossing project.

Attached to and made a part of said Petition is drawing No. 8409A, containing a grade line diagram, clearance diagram, vicinity map, section diagram and a fully detailed plan of the proposed structure, and drawing No. 14882, containing a vicinity map, topographical map and profile diagram of the location involved.

The Petition also sets forth in detail the proposed manner in which the construction and maintenance of the project will be handled and the costs thereof borne.

On June 23, 1959, an answer to the Petition was filed by Respondents. No objections were made to the proposed overcrossing project, but Respondents alleged that if the requested permission were granted by the Commissioner, undercrossing No. 2L-71.1-B would no longer be required by the public safety, convenience or general welfare. Respondents prayed that the Commissioner order that such undercrossing be closed upon the completion of the proposed structure.

Evidence was adduced on behalf of Petitioner, Respondents and the Commissioner, the hearing completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Petitioner is in the process of reconstructing the Juntura-Horseshoe Bend section of the Central Oregon Highway. In order that its efforts will result in a modern highway Petitioner has found it necessary to realign certain areas thereof and in connection therewith a crossing of the right of way and tracks of Respondents has become necessary at a point approximately two miles east of Juntura in Malheur County, more particularly described as follows: In the Southeast quarter of the Northwest quarter (SE¼NW¼) of Section 10, Township 21 South, Range 38 East of the Willamette Meridian.

Rail traffic at the aforesaid location consists of two train movements per day and average daily traffic on the proposed structure will be approximately 500 per day plus anticipated normal increases. An overcrossing is, therefore, more suitable and proper for the safety and convenience of the traveling public, than a crossing at grade, since the former will permit a division of rail and vehicular traffic by separating the grades of the highway and railroad.

The grade approaching the proposed structure from the west is a descending grade of 1.3302%, and that approaching from the east is an ascending grade of 1.3302%.

The plans and specifications contained in Oregon State Highway Department Bridge Division drawings No. 8409-A and 14882, which are a part of the within Petition, call for the construction of three 50 ft. reinforced concrete spans on the westerly end of the proposed structure, a 123 ft. steel span in the center thereof and two 50 ft. reinforced concrete spans on the easterly end of such structure. The center line of the center span of the overcrossing will intersect the center line of the railroad beneath at railroad station No. 1064+17.45, which corresponds to Highway Station No. L2 120+81.68. Horizontal and vertical clearances beneath the structure will be in excess of the minimums heretofore prescribed in Commissioner's Order No. 33700.

During the construction period impairments to the horizontal and vertical clearances adjacent to track will be necessary for the temporary erection of false work or by other construction, which will not encroach below a horizontal line 21' 6" above top of rail or within a vertical line 7' 6" on each side of the center line of track. Such impairments are to be removed upon the completion of construction and Respondents should be authorized to operate trains over the track under such impaired conditions.

At the point where the proposed overcrossing structure traverses the railroad bridge, it will be necessary, during construction, to build falsework or other construction aids. Respondents requested that Petitioner be ordered to refrain from erecting such falsework or construction aids upon or attaching the same to the railroad bridge or inside the girders thereof. Petitioner indicated its present and future plans would so provide and Respondents request should, therefore, be granted.

In all other respects, the aforesaid plans met with the approval of Respondents and the Commissioner's staff and the structure should be constructed in accordance therewith and the impaired clearances authorized.

The Central Oregon Highway presently crosses under one of Respondents' bridges near Juntura at M.P. 71.1. Such undercrossing is listed in the Commissioner's Catalog of Grade Crossings as No. 2L-71.1-B. Upon the completion of the proposed overcrossing such undercrossing will no longer be necessary or useful for the public safety or convenience and there being no reason to retain the same it should be closed by Petitioner.

Construction and maintenance of the proposed project will be handled and the costs thereof borne, as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed overcrossing structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of the Respondents, from State and Federal highway funds, including reimbursement to Respondents for necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

Respondents will:

(a) Subject to reimbursement as hereinbefore stated, make such revisions in existing sign, signal and communication systems as may be required to safeguard them during construction and reinstall the same in permanent locations after the completion of the project.

(b) Subject to reimbursement as hereinbefore stated, furnish such engineering, inspection, watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement as hereinbefore stated, remove and thereafter reinstall such right of way fences as must necessarily be removed for the construction of the project.

(d) Subject to reimbursement as hereinbefore stated, install and thereafter remove such telltales that may be required to safeguard railroad operations.

(e) At their own cost and expense, maintain their existing structure, tracks, roadbed and railroad appurtenances, as well as any additional tracks and facilities found to be necessary to their operations and constructed beneath the said highway structure.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the reconstruction of the Central Oregon Highway and is required in the interest of public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED, that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of the highway overcrossing structure herein proposed be and the same is hereby granted, and No. 2L-71.23-A shall be assigned to the structure in the Commissioner's Catalog of Railroad Crossings in the State of Oregon. Such overcrossing shall be made upon the following terms and conditions:

(1) The construction shall be done in a good and workman-like manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design, with the plan and profile submitted with and made a part of the Petition herein, or such revisions thereof as may be mutually agreed upon by Petitioner and Respondents.

(2) During construction, no falsework or other construction aids shall be erected upon or attached to the railroad bridge traversed by the overcrossing structure, or inside the girders thereof.

(3) Construction and maintenance of the proposed project shall be handled and the costs thereof borne as set forth in the findings of the Commissioner hereinabove made.

(4) Upon the completion of the proposed project, Petitioner shall barricade and close to public travel the highway undercrossing located at M.P. 71-1 and listed as crossing No. 2L-71.1-B in the Commissioner's Catalog.

and it is further

ORDERED that the impaired horizontal and vertical clearances set forth in the findings of the Commissioner hereinabove made are hereby authorized during the construction period and Respondents are authorized to operate trains over the tracks under such impaired conditions.

Made and entered this 17th day of September, 1959.

Jonel C Hill
Public Utility Commissioner

(SEAL)

RECEIVED
AUG 21 1959
FOR FILING

August 21, 1959

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. Ralph Baysinger

Dear Sir:

Under separate cover I am sending you three additional sets of the maps and cross sections showing encroachments on the Juntura-Horseshoe Bend Unit of the Central Oregon Highway in Malheur County. These are identical with the prints I left with you yesterday.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 12, 1959

(File Ref. D 322 - 0 - 8)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Juntura - Horse Shoe Bend Unit -
Central Oregon Highway

Regarding the proposed encroachments of the relocated highway on operating railroad property between Highway Stations 75 and 110, this will confirm conversation with Mr. Haacke's office, August 6th, concerning modification of the proposed highway alignment.

These encroachments are shown to extend within 18' of the track; this is very objectionable from maintenance standpoint. It is thought this difficulty can be overcome if the tangent between the above-mentioned stations is shifted 10' away from the track at the beginning of the curve at Station 103+90.52.

It will also be appreciated if the highway slopes at Station 60 can be modified to 1½:1, thus avoiding an encroachment at this point and the possible fouling of drainage.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

NOTED
G. S. PAXSON

RECEIVED
AUG 20 1959
FOR FILING

August 20, 1959

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Juntura-Horseshoe Bend Section,
Central Oregon Highway
in Malheur County

I hand you herewith two prints each from a map and cross sections of the area on which we have requested easements. These have been revised to eliminate easement No. 6, previously requested at the bridge end, and by a revision of the curve we have decreased the area of the easement so that it will in all cases be at least 22 feet away from your railroad center line. I hope that this will satisfy your requirements.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30X—50M—2-59—16160

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 17, 1959

To: MEMORANDUM TO FILE:

SUBJECT: Pux 329 - Horseshoe Bend O-Xing
OWRR & N Co. - Malheur County
Central Oregon Highway

Hearing on the above titled matter was held Friday, August 14, 1959, Room 210, Public Service Building, Salem, before Harry Pierce sitting as examiner for the Public Utility Commissioner.

The Highway Commission was represented by the writer; the railroad companies were represented by Robert B. Batchelder, Pittock Block, Portland; and the Public Utility Commissioner was represented by C. E. Jacqua, utility engineer.

In my opening statement I agreed for the record that crossing 2L-71.1-B, covered by Public Utility Commission Order 2027, Docket F-1648, issued April 27, 1932, would be of no further use and could be closed and barricaded to public travel. This statement was made in accordance with the issue raised in the answer of the railroad companies. The crossing to be closed is located in Section 10, Township 21 South, Range 38 East, W.M., Umatilla County.

Mr. Ivan D. Merchant, bridge engineer, was called to the stand by me and testified regarding the nature of the project rendering an overcrossing structure necessary, the type and details of design of the structure and the proposed financing of the structure. He also testified to the fact that the existing crossing 2L-71.1-B would be of no further use and could be closed and barricaded.

Mr. Ralph C. Bassinger, assistant engineer for the railroad companies, was called to the stand by Mr. Batchelder. He testified that the rail traffic is two mixed trains per day, operated at minimum speeds of 25 miles per hour. He further stated that the type of design of the proposed structure appeared to be satisfactory.

No witnesses were called for the Public Utility Commissioner, and it is anticipated that an order will be issued in accordance with the pleadings and the testimony presented.

JWD/ks
cc: G. S. Paxson
Ivan Merchant
Tom Edward
A. F. Parson

J. W. DeSOUZA
Assistant Counsel

RECEIVED
AUG 4 - 1959
FOR FILING

August 3, 1959

Mr. C. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under date of May 5, 1959, we sent you prints from our Drawing 8B-14-1 showing encroachments on the Juntura-Horseshoe Bend Unit of the Juntura-Vale Section of the Central Oregon Highway in Malheur County. Under date of July 3, Mr. Callahan wrote to Mr. D. H. Moehring of this Department asking for revisions in the map to correspond with the data in your files. I attach a copy of Mr. Moehring's answer to Mr. Callahan which deals with parcels which we propose to purchase.

The other parcels shown on the map are easements on your operating right of way, and I attach hereto a copy of a revised Drawing 8B-14-1 which now shows the railroad bearings and station equation that were not shown on the original submission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. R. M. Brown

Mr. W. C. Williams

Our answer

July 31, 1959

Mr. D. J. Callahan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Subject: File No. 29490 - O. W. R. and N. Company
Juntura-Horseshoe Bend Unit
Juntura-Vale Section
Central Oregon Highway
Malheur County

Dear Mr. Callahan:

Enclosed herewith are two copies of our right of way maps, which have been corrected, and two copies of the property description on our standard Real Estate Option form on the subject file. These maps will replace the copies sent to you on June 2, 1959. Parcels No. 1 and 4 are covered in their entirety on these new maps.

An examination of our maps will reveal that the section lines possibly do not conform to your railway track map, of which we have only a small scale copy. However, since only areas are involved in these descriptions, it would seem that we would be able to reach an agreement on the basis of our right of way map which was traced from a Detail Map prepared by our field crews.

The easement areas, formerly granted to the Highway Department, are now encompassed within the area which we plan to purchase on this file, so the size of the taking should be no problem.

A slight revision was made in Parcel No. 3, which increases the area from 5.88 to 5.98 acres.

In reference to the appraisal process used in arriving at a figure for negotiation, it has been determined by our Appraisal Section that one

[illegible] 8-14-59

acre, which is in Parcel No. 1, can be considered subirrigated pasture with a value of $75. The remaining 20.49 acres are rocky pasture land and river channel, which have a unit value of $15 per acre. Of the total area involved, 11.76 acres may be considered as being covered by previous easements. This area was originally figured at $10 per acre. By adding one acre at $75 and 20.49 acres at $15 and then subtracting 11.76 acres at $10, a total value of $264.75 is in evidence.

In the spirit of compromise and a desire to consummate this transaction, I would be willing to stay with the recommendation of $350 as total compensation for this transaction.

It is hoped that this will be satisfactory to you and if this is the case, would you please advise so that we may undertake the preparation of a proper document for conveyance of the property involved.

Very truly yours,

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

Attachments

OREGON STATE HIGHWAY DEPARTMENT

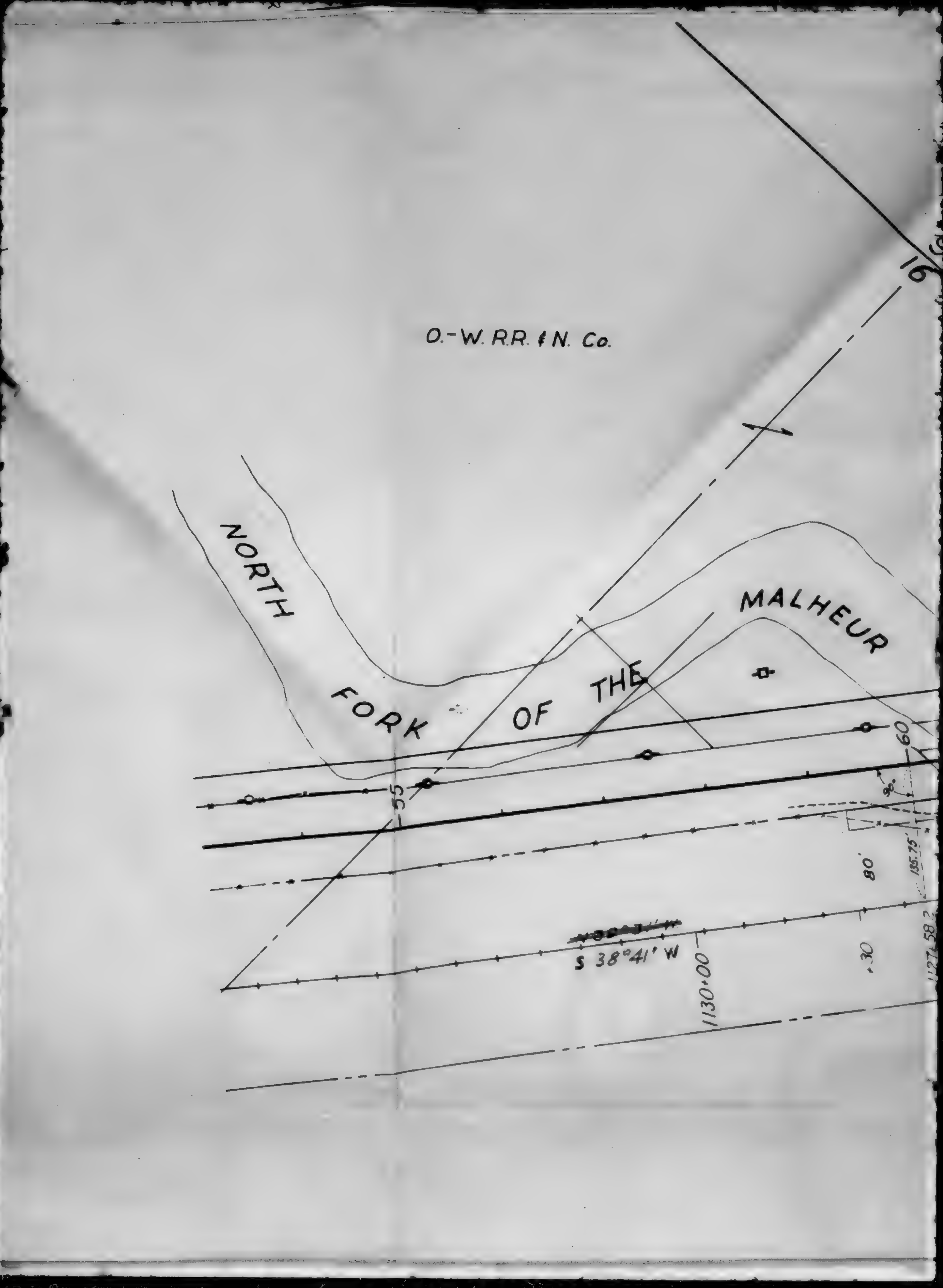
Located Line

ENCROACHMENT ON O.W.R.R.&N. Co.

JUNTURA - HORSESHOE BEND

CENTRAL OREGON HIGHWAY

Malheur County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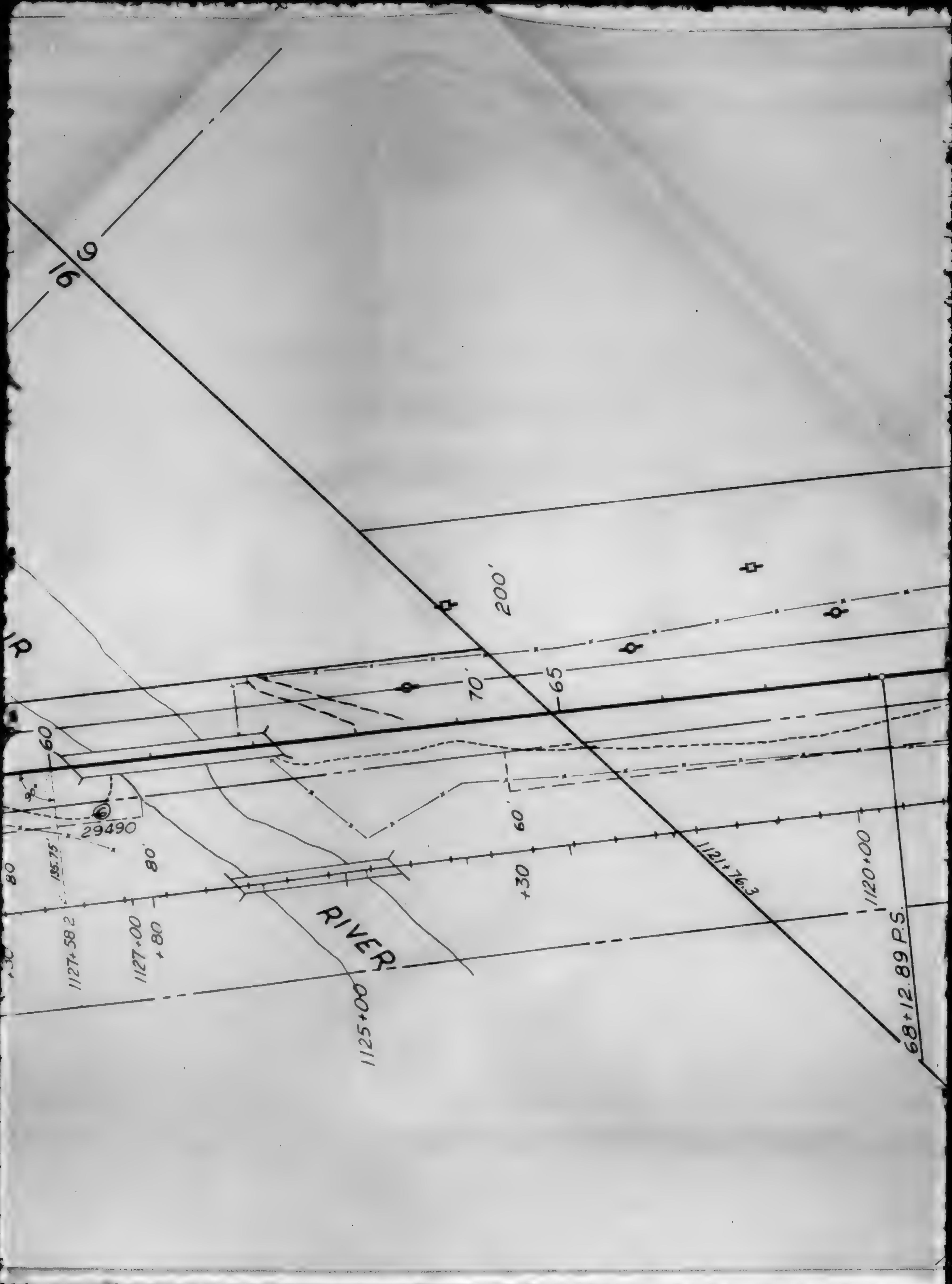
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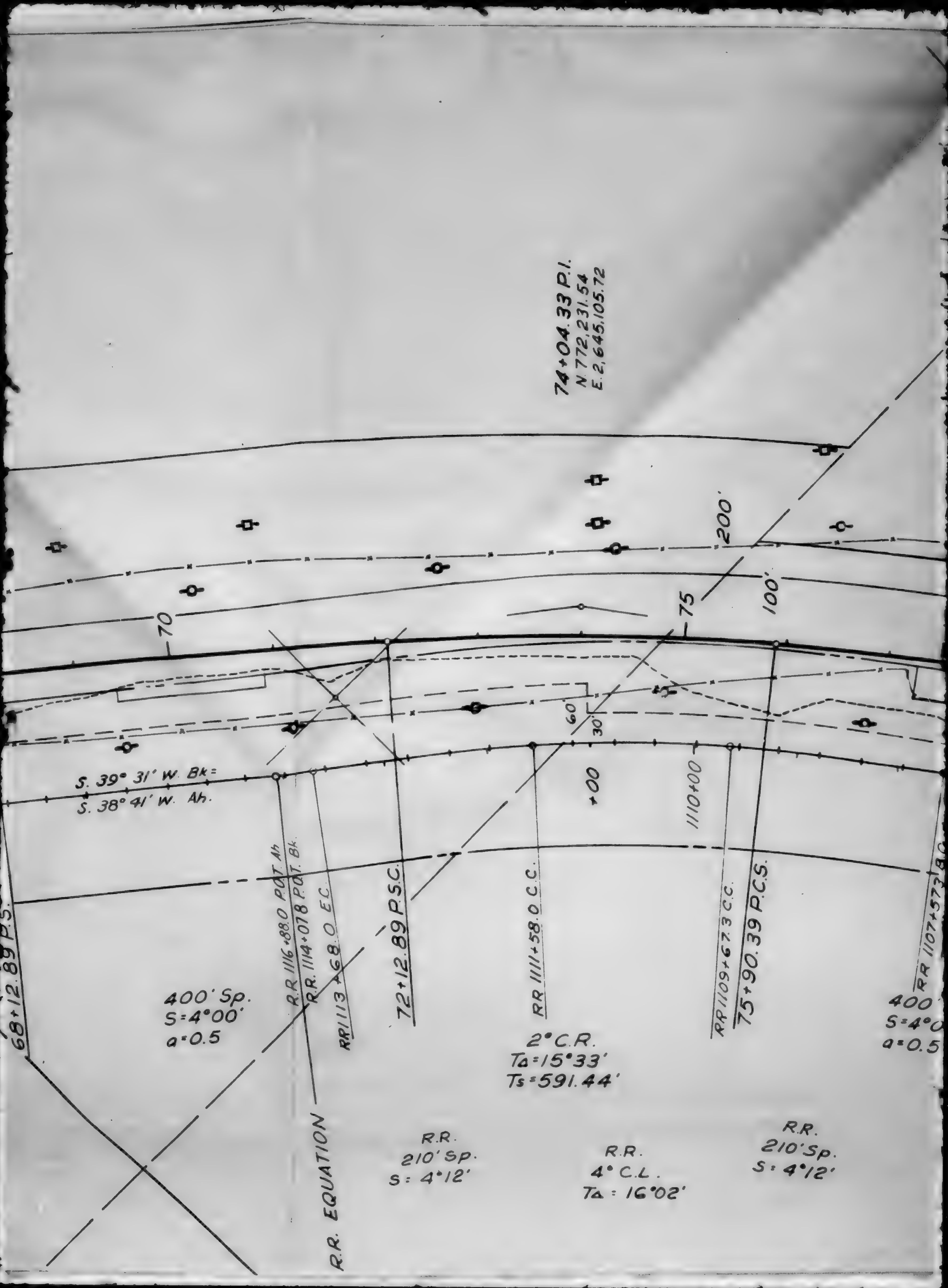
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RR 1113+68.0 E.C.
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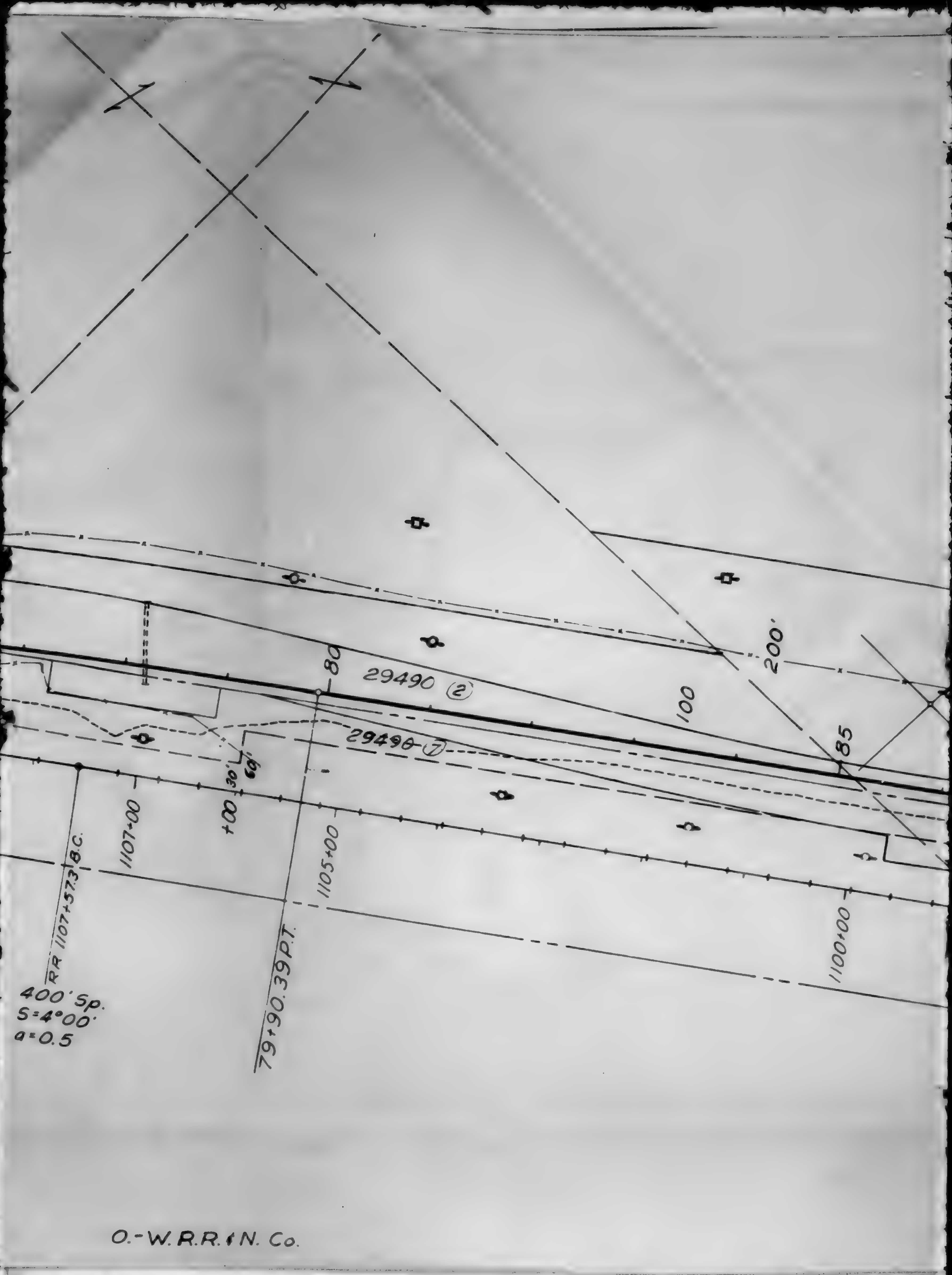
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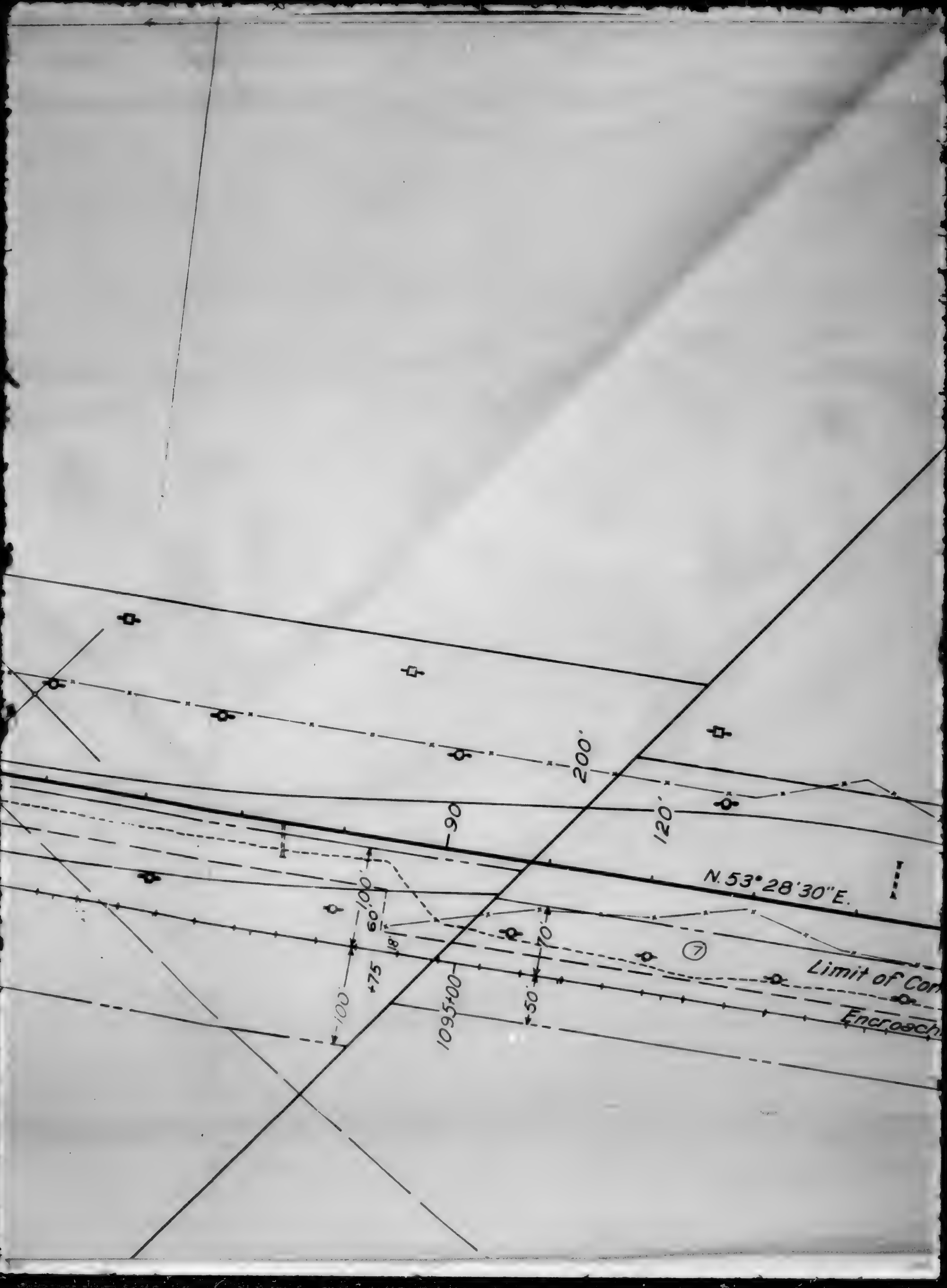
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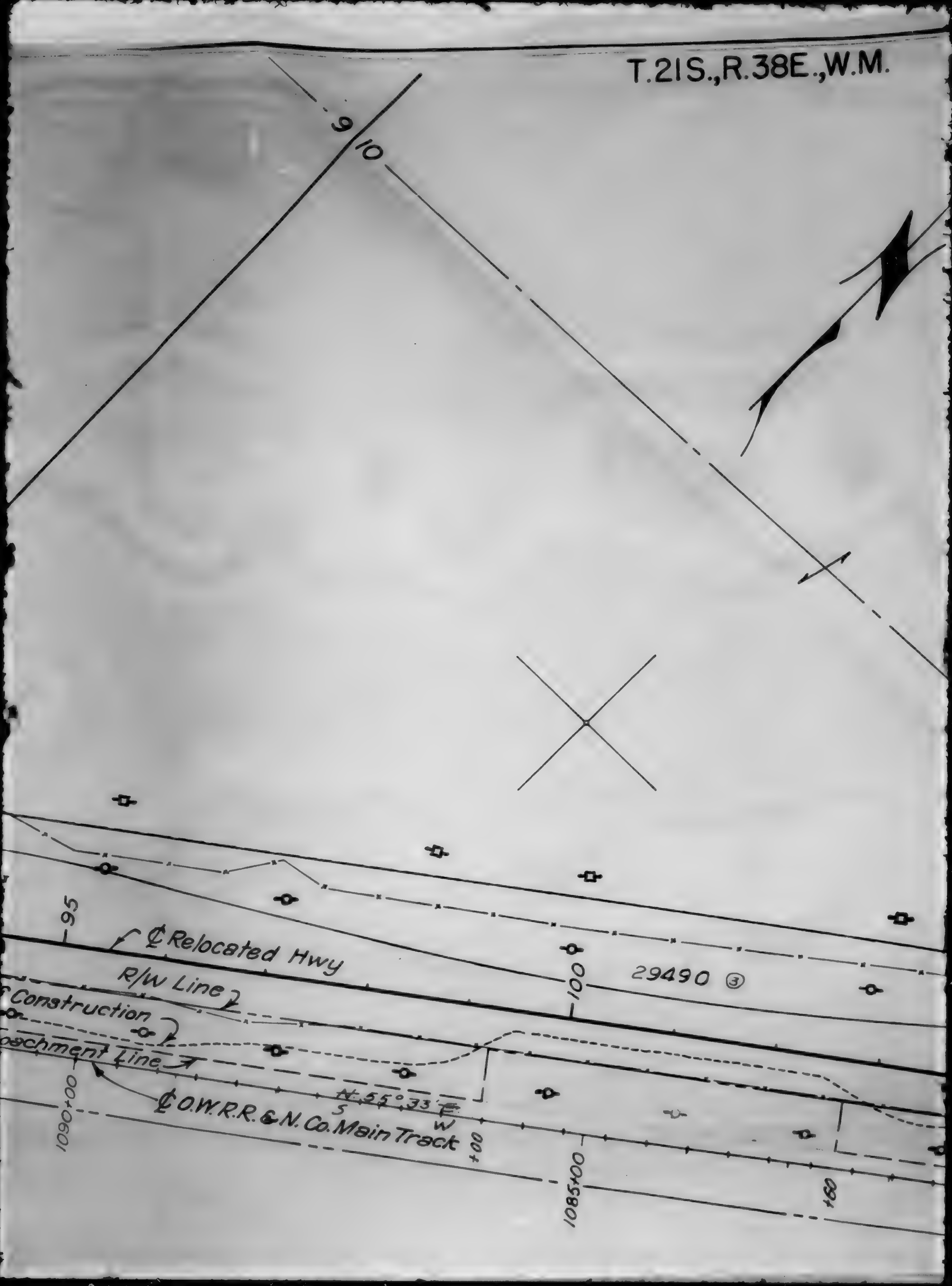
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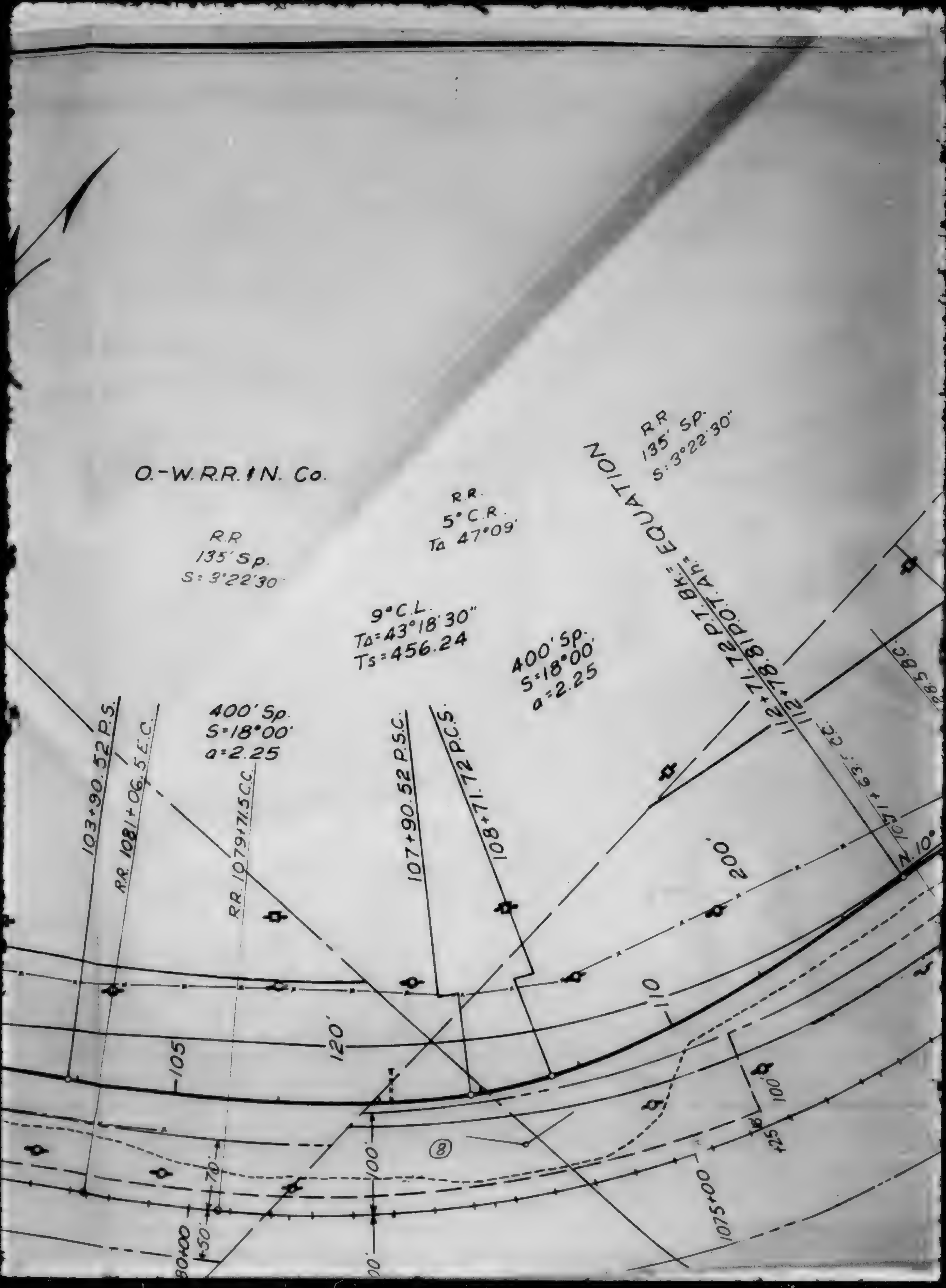
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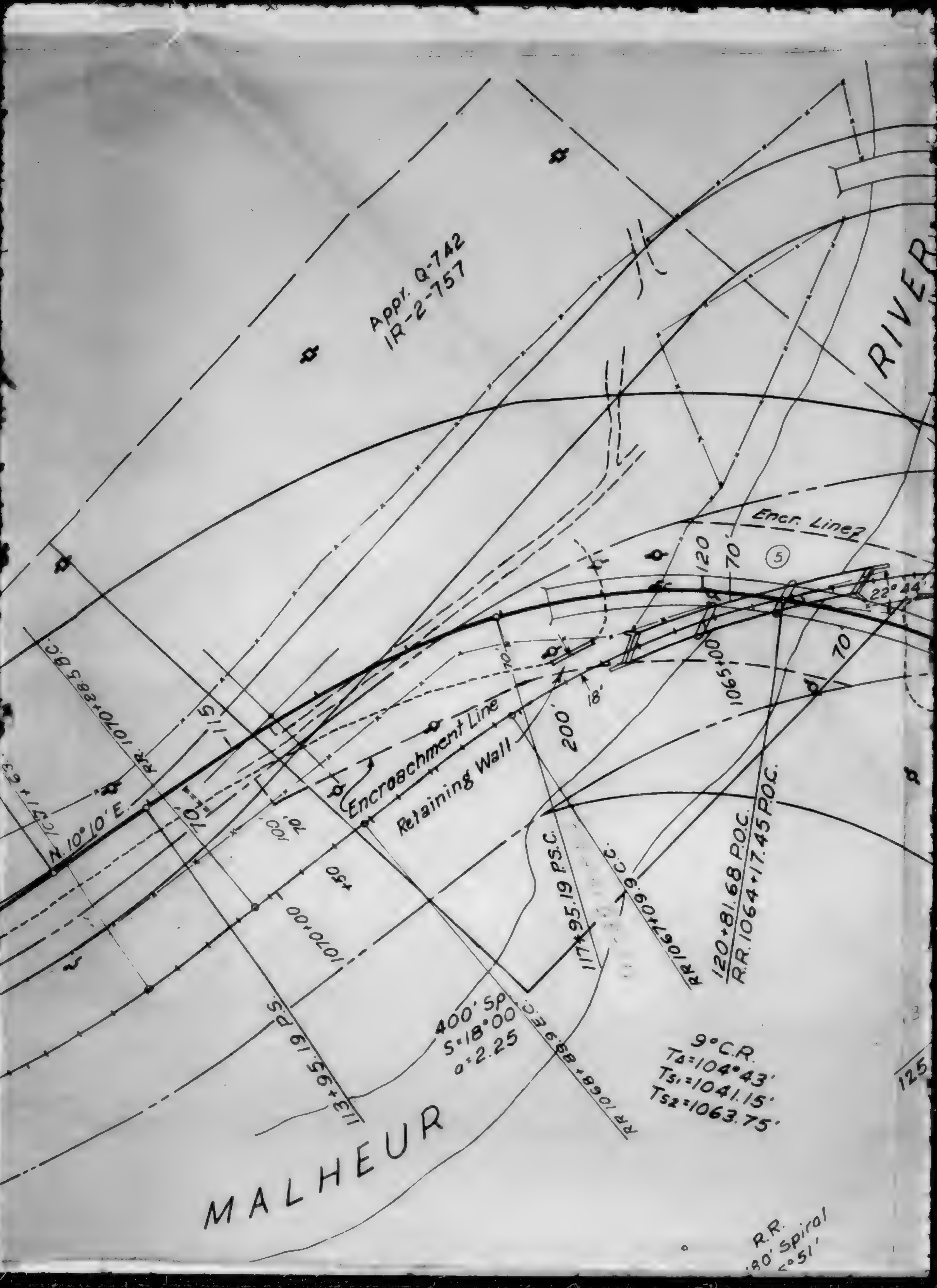
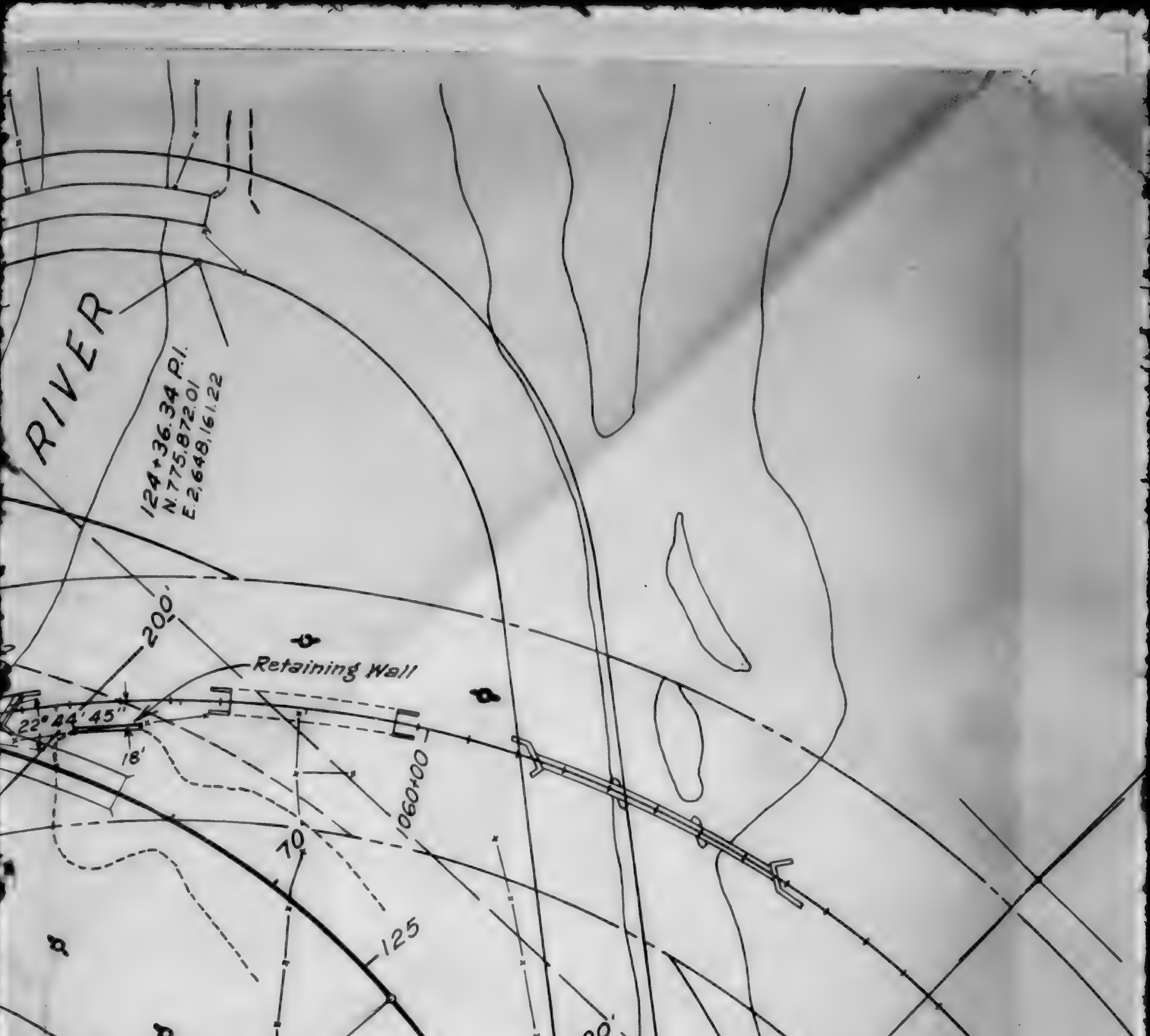
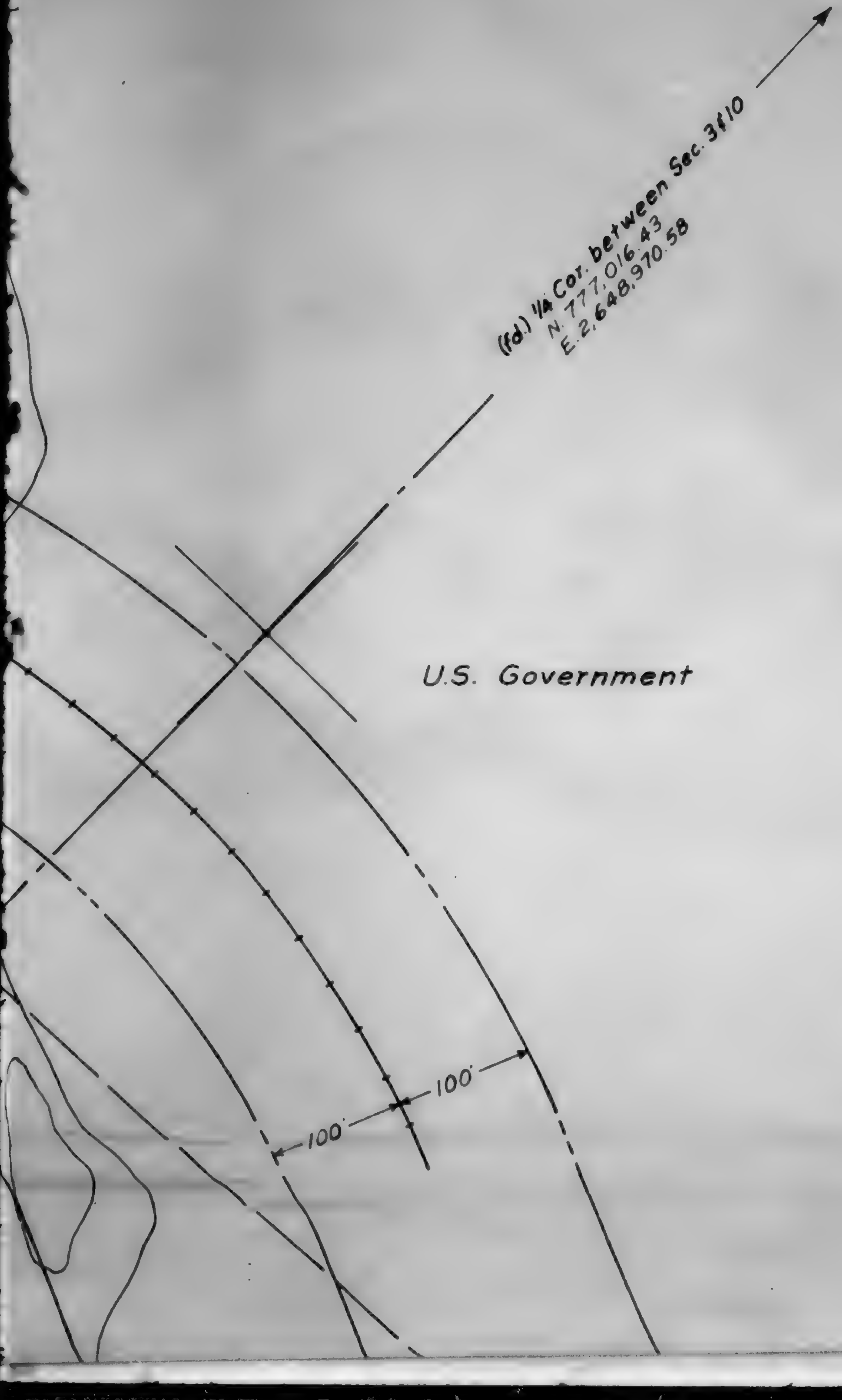
5° C.R.
TΔ 47°09'
R.R
135' SP.
S:3°22'30"
EQUATION
112+71.72 P.T. Bk.=
112+78.81 P.O.T. Ah.=
9° C.L.
TΔ=43°18'30"
Ts=456.24
400' Sp.
S=18°00'
a=2.25
400' Sp.
S=18°00'
a=2.25
103+90.52 P.S.
R.R. 1081+06.5 E.C.
R.R. 1079+71.5 C.C.
107+90.52 P.S.C.
108+71.72 P.C.S.
1071+63.1 C.C.
28.5 B.C.
N. 10°
200'
110
120'
105
100'
100'
70'
+50
80+00
1075+00
+25
8
⑧


Appr. Q-742
IR-2-757
RIVER
Encr. Line 2
120
70'
⑤
22° 44'
70
1065+00
18'
200'
70'
Encroachment Line
Retaining Wall
R.R. 1070+28.5 B.C.
107+23
N. 10° 10' E.
115
70'
100'
70'
+50
1070+00
113+95.19 P.S.
117+95.19 P.S.C.
R.R. 1067+09.6 C.C.
120+81.68 P.O.C.
R.R. 1064+17.45 P.O.C.
400' Sp
S=18°00
a=2.25
R.R. 1068+89.9 E.C.
9° C.R.
TΔ=104°43'
Ts1=1041.15'
Ts2=1063.75'
125
MALHEUR
R.R.
80' Spiral
5°51'


RIVER
124+36.34 P.I.
N.775,872.01
E.2,648,161.22
200'
Retaining Wall
22°44'45"
18'
1060+00
70
125
200'
125+33.71 P.C.S.
200'
150'
100'
200'
80'
130
450' SP.
S 20°15'
a 2.0

16"


(fd.) 1/4 Cor. between Sec. 3&10
N. 777,016.43
E. 2,648,970.58
U.S. Government
100'
100'

OREGON STATE HIGHWAY DEPARTMENT

Located Line

ENCROACHMENT ON O.W.R.R.&

JUNTURA - HORSESHOE BEN

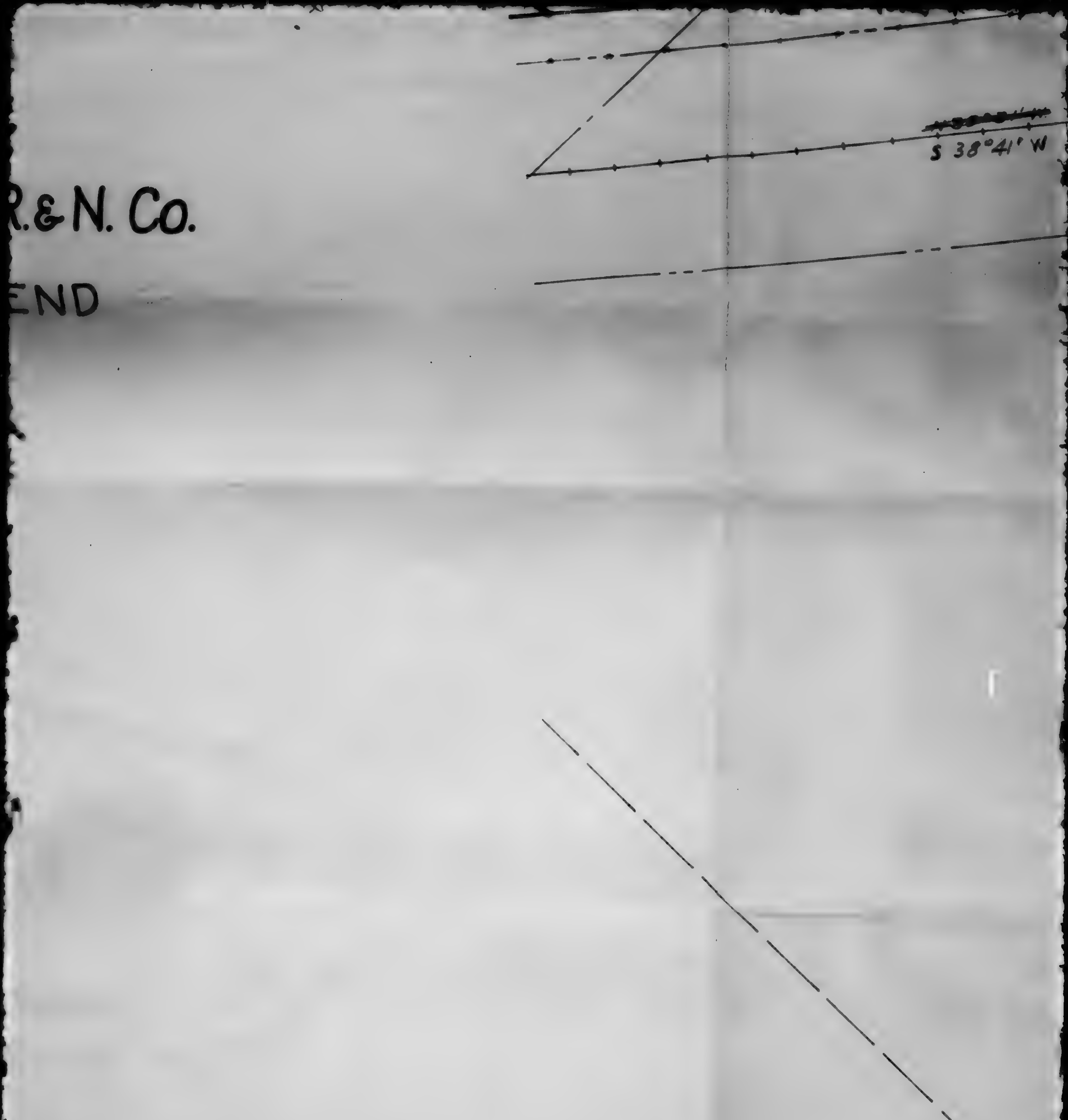
CENTRAL OREGON HIGHWAY

Malheur County

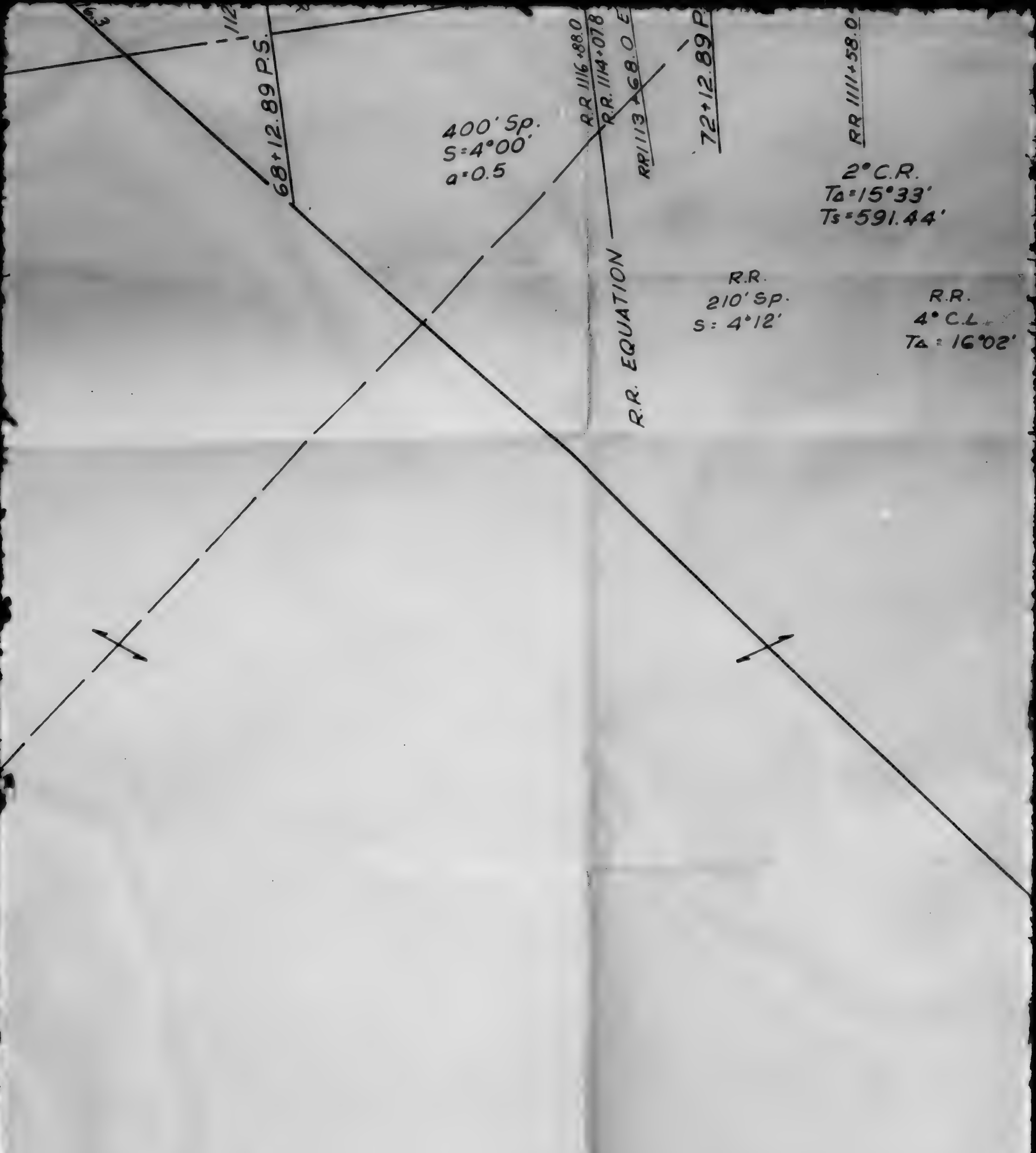
Scale 1" = 100'
April, 1959

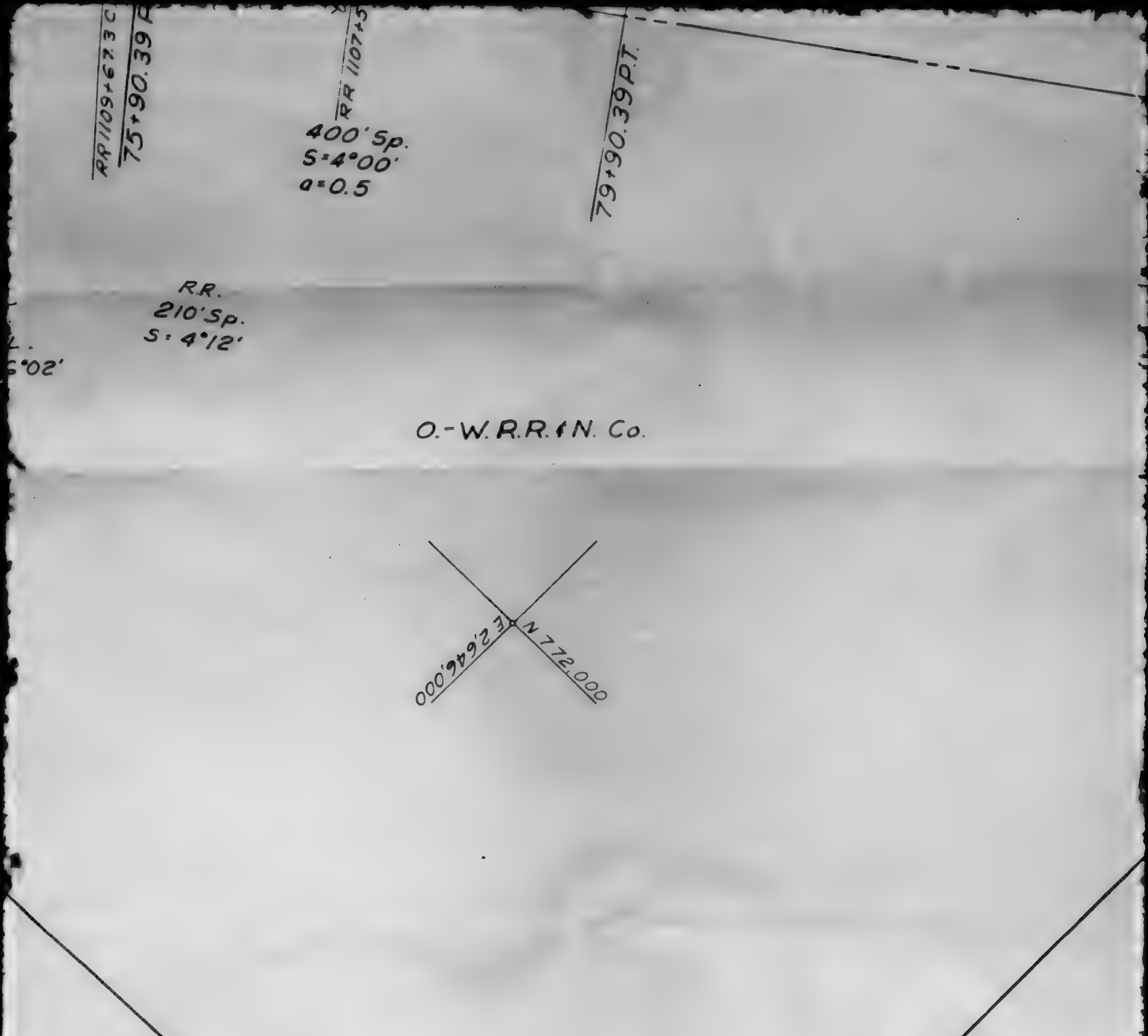
DWG. No. 8B-14-1

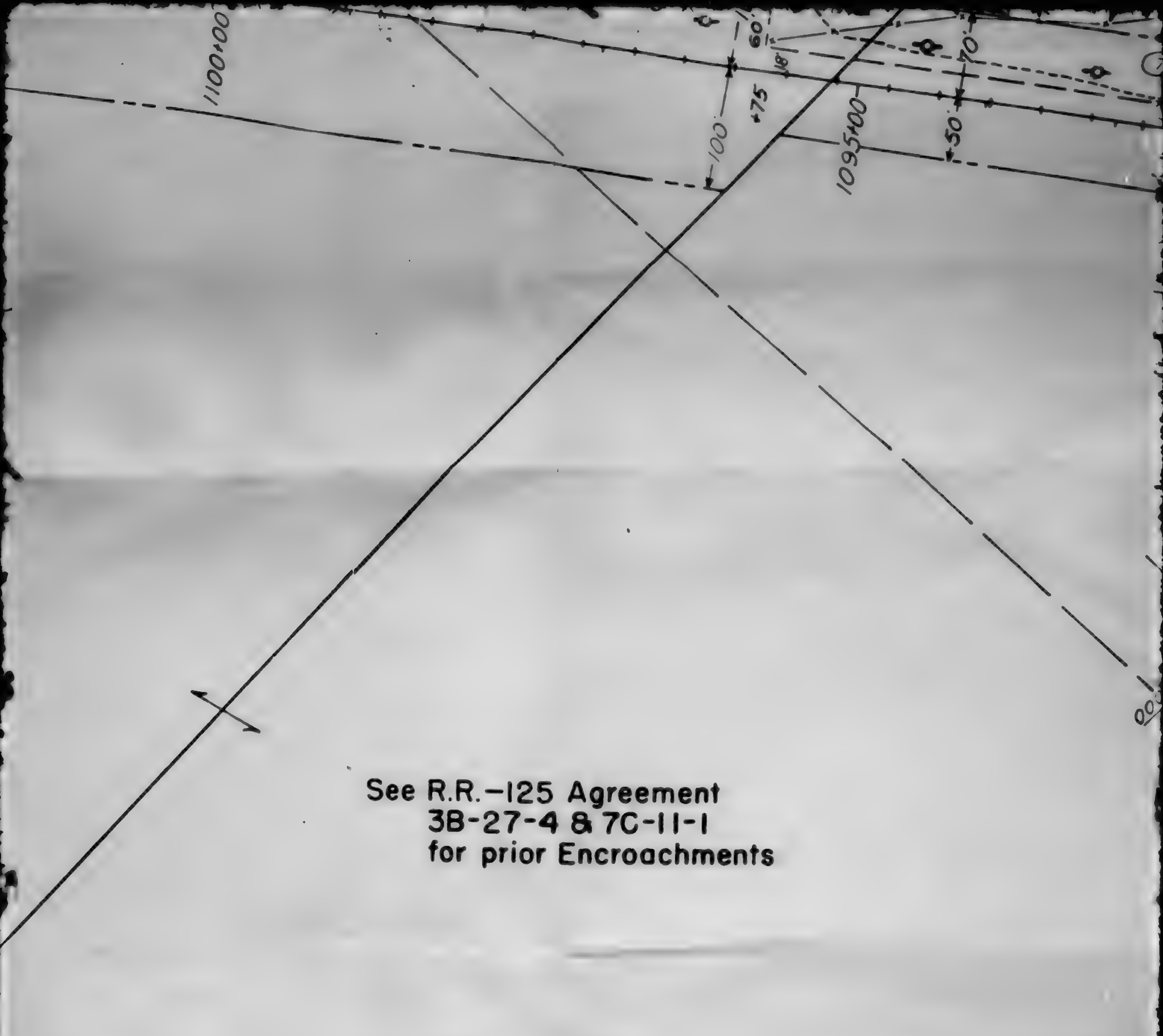
8B-13-14


R.& N. Co.
END
S 38°41' W

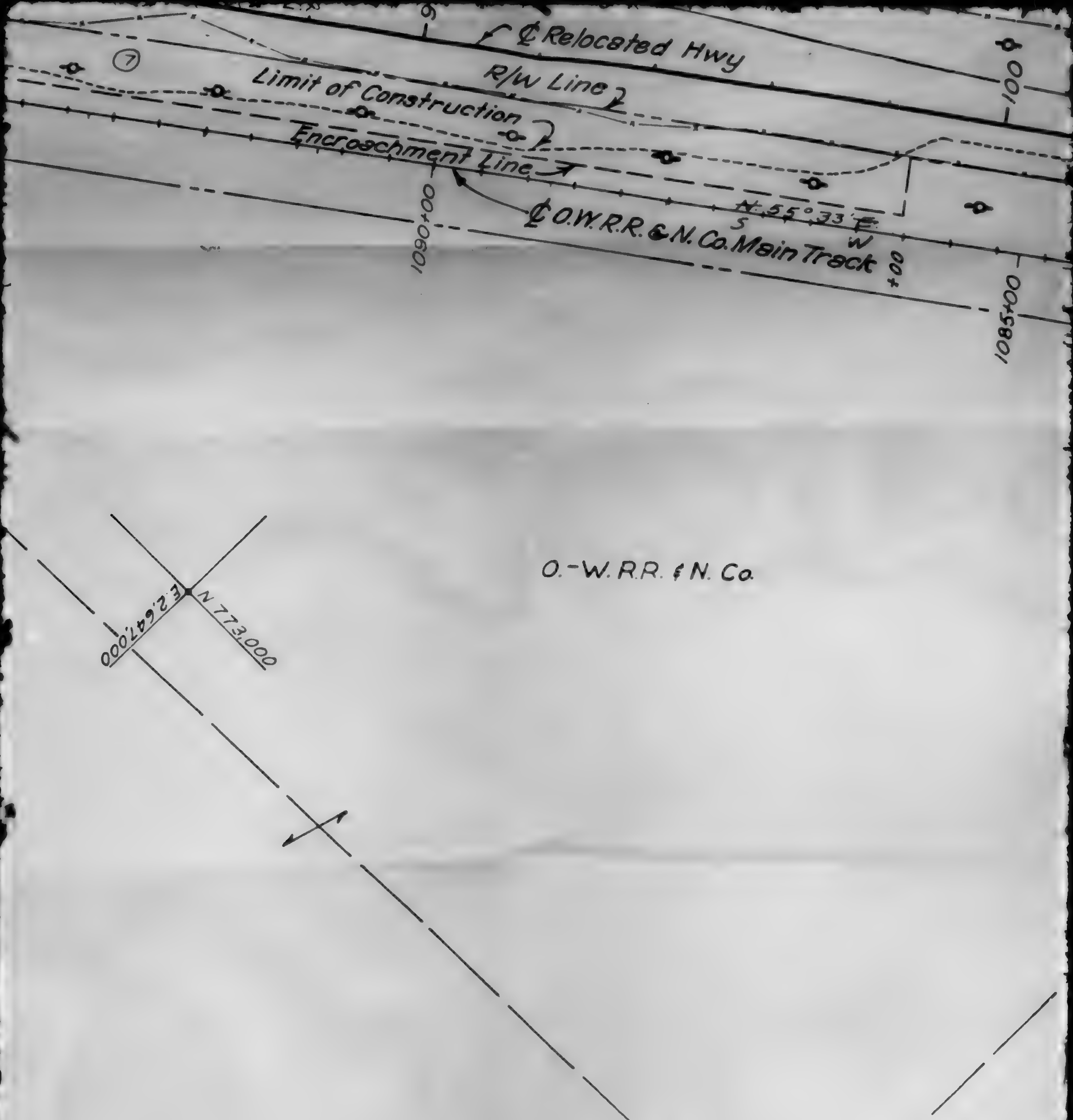
80
80
80
+30
1130+00
+30
1127+58.2
1127+00
+80
RIVER
1125+00
1125+51
O.-W. R.R. & N. Co.
N.771,000
E.2,645,000

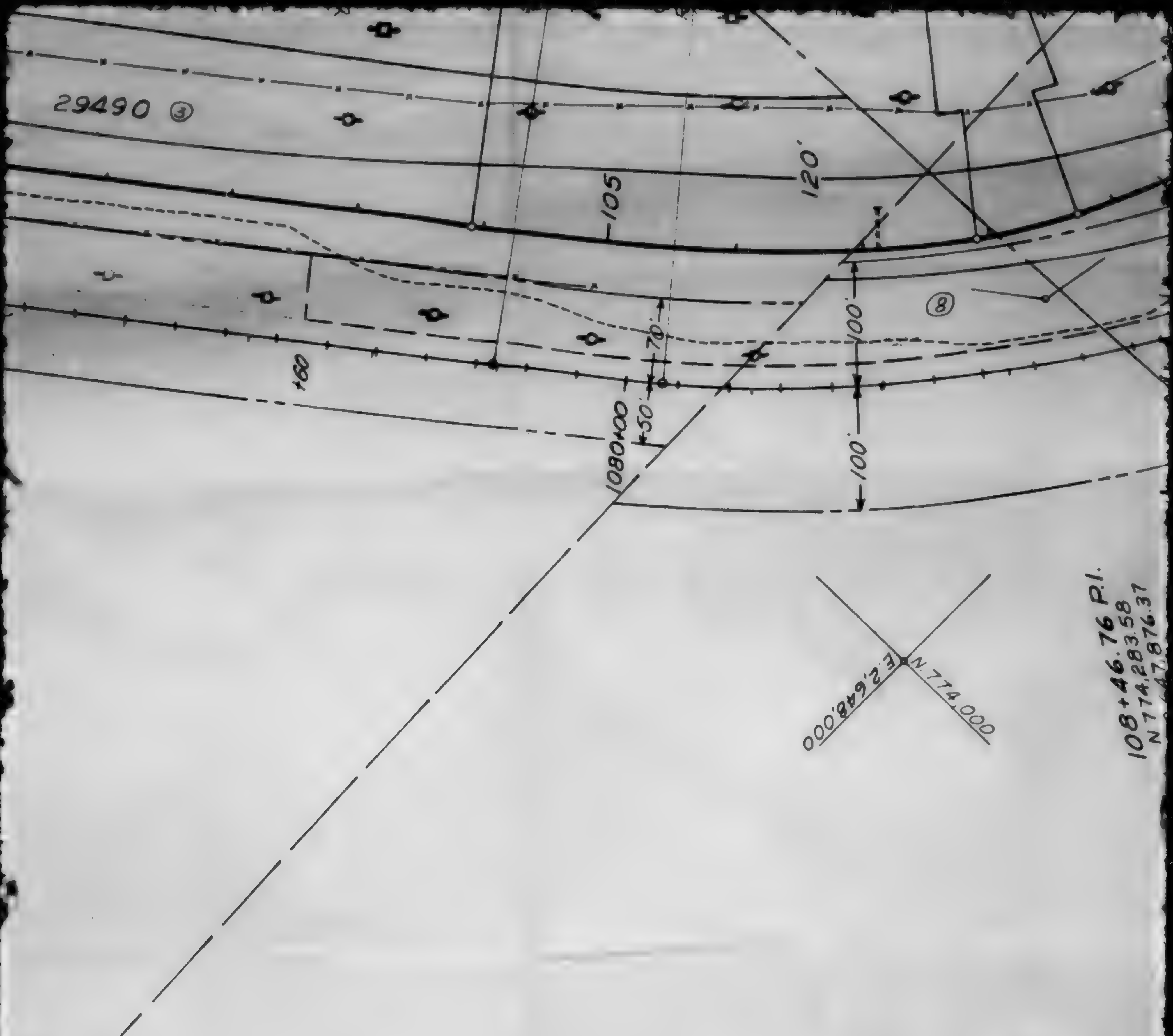

6.3
112
68+12.89 P.S.
400' Sp.
S=4°00'
a=0.5
R.R 1116+88.0
R.R. 1114+07.8
RR1113+68.0 E
72+12.89 P.
RR 1111+58.0
2° C.R.
TΔ=15°33'
Ts=591.44'
R.R. EQUATION
R.R.
210' SP.
S: 4°12'
R.R.
4° C.L.
TΔ = 16°02'

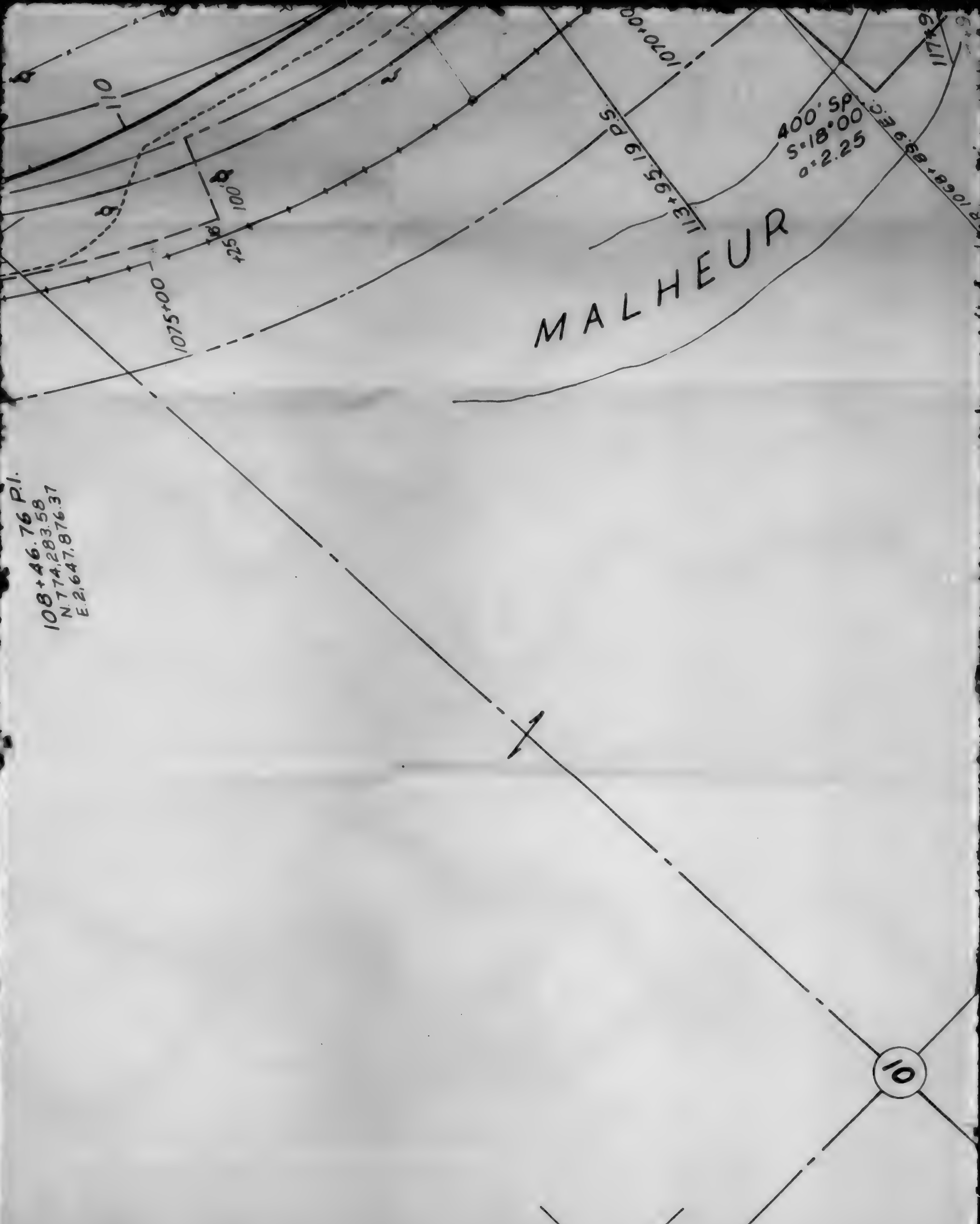

RR 1109+67.3 C
75+90.39 P
RR 1107+5
400' Sp.
S=4°00'
a=0.5
79+90.39 P.T.
R.R.
210' Sp.
S=4°12'
L.
5°02'
O.-W.R.R.&N. Co.
E 2,646,000
N 772,000
9
10
16
15

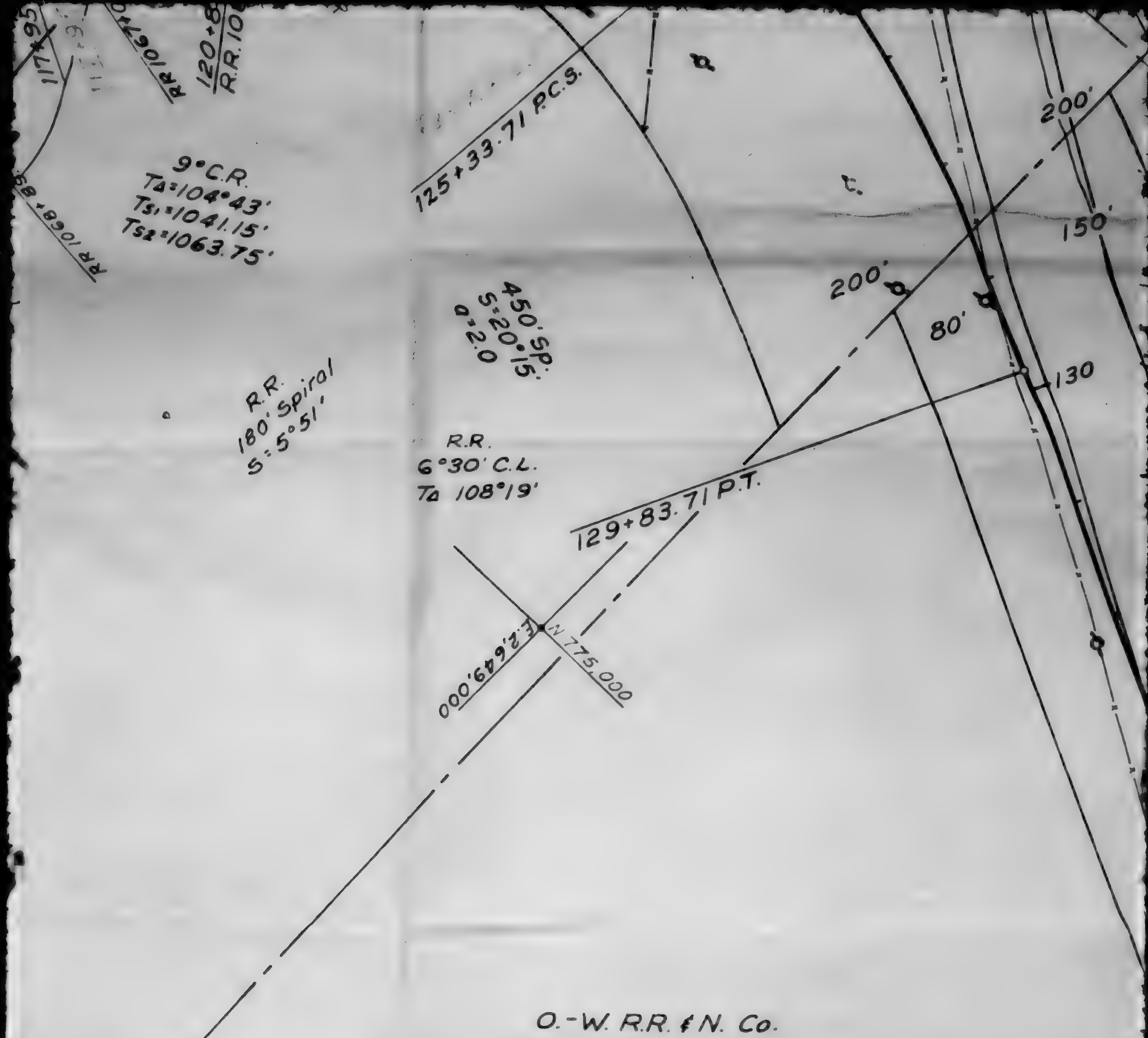

1100+00
60'
70
18
+75
100
1095+00
50
00

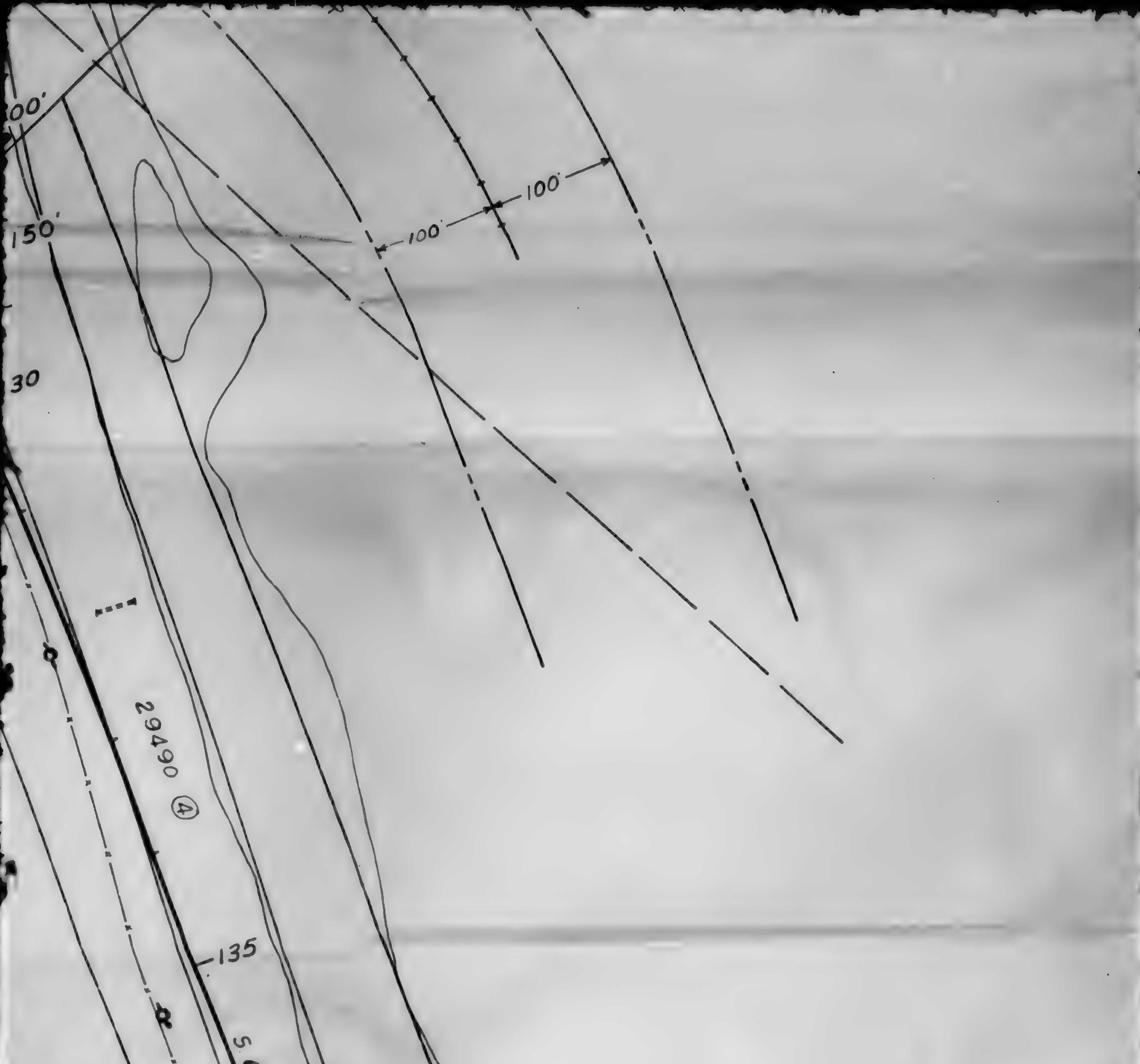
See R.R.-125 Agreement
3B-27-4 & 7C-11-1
for prior Encroachments


9
℄ Relocated Hwy
R/W Line
Limit of Construction
Encroachment Line
⑦
100
1090+00
℄ O.W.R.R. & N. Co. Main Track
N 55°33' E
S
W
+00
1085+00
O.-W. R.R. & N. Co.
E 2,647,000
N 773,000


29490 ③
105
120'
+60
70'
50'
1080+00
100'
⑧
100'
E 2,648,000
N 774,000
108+46.76 P.I.
N 774,283.58
47,876.37


110
100'
+25
1075+00
1070+00
113+95.19 P.S.
400' Sp
S=18°00
a=2.25
1068+89.93 C.
117+6
MALHEUR
108+46.76 P.I.
N.774,283.58
E.2,647,876.37
10


117+95
RR 1067+
120+8
R.R.10
125+33.71 P.C.S.
9°C.R.
TΔ=104°43'
Ts1=1041.15'
Ts2=1063.75'
RR 1068+88
200'
150'
200'
80'
130
450' SP.
S=20°15'
a=2.0
R.R.
180' Spiral
S=5°51'
R.R.
6°30' C.L.
TΔ 108°19'
129+83.71 P.T.
E.2,649,000
N.775,000
O.-W. R.R. & N. Co.
10


00'
150'
30
100'
100'
29490 ④
135
S. 65°07'E.
+00
150'
80'
+00
+00
80'
50'
+00

100'
100'
35
S.65°07'E.
+00
150'
30'
+00
80'
50'
+00
1-41-88

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1959

SUBJECT: O. W. R. R. & N. Co. R/W File 29490
Juntura-Horseshoe Bend Section
Central Oregon Highway

To:

Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are four revised prints of Railroad encroachment map 8B-14-1, concerning the subject section.

At the request of the Railroad Company, per Mr. Callahan's letter to Mr. Moehring, dated July 3, 1959, an examination was made of our right of way and encroachment maps and it was found that a railroad bearing equation and station equation were not shown, thus causing a revision of parcels 6 and 7. The revised descriptions mentioned, are being submitted to the Right of Way Division today.

Tom Edwards
Construction Engineer
By D J Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:mm

Attach

cc: W. T. Wright
Attention: D. H. Moehring

FORM 3508
10-50-1M

UNION PACIFIC RAILROAD COMPANY

PROPERTIES DEPARTMENT

D. J. CALLAHAN
MANAGER OF PROPERTIES
H. C. HARVEY
GENERAL TAX AGENT
O. W. RYAN
GENERAL INDUSTRIAL AGENT

PITTOCK BLOCK
PORTLAND 5, OREGON

RECEIVED
JUL [illegible] 1959
LEGAL [illegible]

Copy sent for [illegible]
for re approval to include
Parcel # 9. 7-8-59

July 3, 1959

776-3

File 29490

Mr. D. H. Moehring
Assistant Right of Way Engineer
State Highway Department
Salem, Oregon

Dear Mr. Moehring:

Please refer to your file No. 29490 - OWR&NCo. Juntura-Vale Section Central Oregon Highway, Malheur County, and your letters of June 2 and June 11, 1959.

We would like to be able to advise you that the consideration offered, namely $350.00 for a total of 21.39 acres is satisfactory but we are not in a position to do this for the following reasons:

1) Consideration charged the State in the most recent deed, which was dated March 17, 1959 and recorded in the deed records of Malheur County in Book 113, page 46 on June 5, 1959, your file No. 27810, was based on a consideration of $100.00 for areas in which alfalfa fields were located, $75.00 for bottom land or sub-irrigated land, and $10.00 per acre for strictly range land, representing an agreed consideration of $50.00 per acre for all property within that conveyance. The above consideration was negotiated in June of 1958 and while it may be there has been no appreciable increase in value of this property since that time, we do not feel the offer is sufficient for conveyance of fee title. I wish to point out that in sale referred to above a deduction of $10.00 per acre was allowed for all area included within the sale parcel which was formerly covered by easement agreement with the State and County in 1931, and the $10.00 per acre represented actual easement charge.

2) Your drawing No. 8B-14-1 dated April, 1959, scale 1" = 100', fails to include all of the property covered in

the description contained in "Parcel No. 1" and also fails to include all of the area described in "Parcel No. 4". We are, therefore, unable to calculate a fair consideration for the areas requested and ask that you review your appraisal figures in light of information furnished above.

3) In making your review of the appraisal figure as outlined above, we also desire to point out the drawing No. 8B-14-1 does not show this company's right of way and center line of track in proper relation to the section lines. Also the existing highway right of way lines as shown on this drawing do not correspond to the easement areas granted the State and County by our companies by easement agreements of April 1, 1931 and June 30, 1931, which leads us to believe this drawing was preliminary and does not represent final drawing of the proposed relocated highway. This is pointed out because we feel it will have an affect on the ultimate area you desire to have conveyed to the State of Oregon.

If you will be kind enough to furnish the above requested information together with revised print showing all of the area desired and revised descriptions (if necessary), we will be happy to give your request further consideration.

Very truly yours,

AJCallahan

RECEIVED
JUL - 2 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1959

SUBJECT: Horseshoe Bend Overcrossing
Central Oregon Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Relative to your letter of June 30, 1959, on the above subject and a letter from Mr. DeSouza regarding this matter, it is found that the existing undercrossing can be closed.

In your recent absence, Mr. Paxson contacted me by phone on this matter, and he was informed that the undercrossing could be closed. He stated that he would so inform Mr. DeSouza.

Tom Edwards
Construction Engineer

By D. J. Barbee
D. J. Barbee
Asst. Construction Engineer

DJB:law

~~REFERRED TO~~
NOTED
FORREST COOPER
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
June 30, 1959

Horseshoe Bend Overcrossing
Central Oregon Highway

Mr. Tom Edwards
Construction Engineer
OFFICE

Will you please give me a recommendation with respect to the matter brought up in Mr. DeSouza's letter dated June 23 re PUX 329, Horseshoe Bend Overcrossing on the Central Oregon Highway. You have a copy of Mr. DeSouza's letter.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

RECEIVED
JUL - 2 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1959

SUBJECT: Pux 329 - Horseshoe Bend O-Xing
OWRR & N Co. - Malheur County
Central Oregon Highway

To: Mr. G. S. Paxson
Asst. State Highway Engineer
Office

Hearing on the above titled matter has been set by the Public Utility Commissioner for Friday, August 14, at 10:00 a.m., in the Public Service Building, Salem, Oregon.

I think that it will be adequate if Mr. Merchant can appear as a witness and testify regarding all of the necessary items. (If Mr. Merchant will not be available, I might accept you as a witness providing that you will seriously study the project and be prepared to give the answers which I will desire you to give, even though it may involve perjury. I make these statements with full knowledge of your total lack of experience in matters of this nature!)

Yours very truly,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/ks

cc: Ivan Merchant

RECEIVED
JUL 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JUN 29 1959
FOR FILING

Salem, Oregon
June 26, 1959

Pux 329, Horseshoe Bend
Overcrossing, OWRR & N Co.
Central Oregon Highway

Mr. J. W. DeSouza

Reference is made to your letter of June 23 concerning the Horseshoe Bend Overcrossing project in Malheur County.

Upon the completion of the project, the existing undercrossing referred to will be abandoned as a highway and may be closed to traffic.

GSP:gm
cc Mr. W. C. Williams

G. S. Paxson

FORM E-30 50M 11-58 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1959

SUBJECT: Pux 329 - Horseshoe Bend O-Xing
OWRR & N Co.
Central Oregon Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Answer of the Union Pacific Railroad Company in the above titled matter has been received.

The answer raises no dispute over the construction of the proposed overcrossing, but affirmatively alleges that an existing undercrossing in the vicinity thereof should be closed within a reasonable time after the completion of the overcrossing project. This undercrossing is designated as 2 L-71.1-B and was authorized by Order No. 2027, issued April 27, 1932, under Docket F-168. The matter is covered by our file L-592.

Will you please advise whether or not the closing of the existing undercrossing, as set out in the affirmative answer of the railroad company, will be satisfactory.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/ks

cc: G. S. Paxson
Ivan Merchant
Tom Edwards
F. B. Crandall

RECEIVED
JUN 10 1959
FOR FILING

June 10, 1959

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Juntura-Vale Section,
Central Oregon Highway

Attention: Mr. Ralph Baysinger

Your File: D 322-0-8

Dear Sir:

Reference is made to your letter of June 4.

I am sending herewith a print from our map 8B-13-14, which shows the located line in the Juntura-Horseshoe Bend Unit of the Juntura-Vale Section of the Central Oregon Highway. It is a direct print from our tracing and shows the same data that was shown on the map 8B-14-1, sent you with our letter of May 5, 1959, except that the toe of slope is not shown. I think you will find that you can scale from this map reasonably close.

You will find that the actual location of the existing highway corresponds quite closely with this map, as is evidenced by the position of the old road shown on the cross sections which accompanied our letter of May 5. I have compared this new map with the map prepared to accompany the agreements of 1931, under which the original encroachments were granted. There are some discrepancies, but I am sure that the present map is correct.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. R. M. Brown
Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 4, 1969

File Ref. D 322 - 0 - 8*

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

JUNTURA-VALE SECTION, CENTRAL OREGON HIGHWAY

In order that we may include the railroad encroachments with the proposed overcrossing, Bridge 8409, Mr. Stephenson sent Mr. Brown under date of May 5, prints of railroad encroachment map, Dwg. 8B-14-1 dated April 1959, on the Juntura-Horshoe Bend Section.

These prints have shrunk so badly in the printing process that they will notscale. It will be appreciated if you can furnish me a transparency that will scale reasonably close.

Yours very truly,

G. H. Baker
G. H. Baker,
Superintendent

NOTED
G. S. PAXSON

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER

RECEIVED
1959
STATE [illegible]

RECEIVED
MAY 6 - 1959
FOR FILING

May 5, 1959

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Under separate cover, we are sending you three prints of railroad encroachment map 8R-14-1 and cross sections for the Juntura-Vale Section of the Central Oregon Highway. Descriptions for these encroachments will be submitted soon.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:gm

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

RR Encroachment X-Sections
Juntura-Horseshoe Bend Sec.
Dated April, 1959

NOTED

FORM E-20, 80M 11-56 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1959

SUBJECT: R. R. Encroachment Maps
Juntura-Vale Section
Central Oregon Highway

To:

Mr. P. M. Stephenson
Assistant Highway Engineer
Office

Attached are 4 prints of Railroad Encroachment Map 8B-14-1 concerning the subject section.

Descriptions for these encroachments are being submitted to Mr. Wright today.

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Assistant Construction Engineer

FOS:mm

Attach

RECEIVED
MAY [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1959
FOR FILING

May 19, 1959

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Herewith are two prints from our Drawing No. 8B-14-1 dated April 1959 and two prints of cross sections to accompany this drawing also dated April 1959, having to do with the encroachments on railroad property on the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County.

Parcel No. 5 as shown on this map and in the accompanying descriptions, covers the easement for the overcrossing by our highway of your railroad at Horseshoe Bend. Parcels No. 6, 7 and 8 cover longitudinal encroachments for fill slopes on the highway lying northwesterly from the Horseshoe Bend.

The overcrossing of your tracks at Horseshoe Bend covered by Parcel No. 5, will be the subject of a P.U.C. hearing for which application has now been made.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

DESCRIPTION ONLY

O. W. R. & N. Company

Juntura-Horseshoe Bend Unit
Juntura-Vale Section

Malheur County

File No. 29490
RR 5-4-59
8B-14-1 8B-13-14

Central Oregon Highway

Easement

PARCEL NO. 5 An easement for slopes and structure, over or on the following described parcel, to-wit:

A parcel of land lying in the SE¼NW¼ of Section 10, Township 21 South, Range 38 East, W.M., Malheur County, Oregon, and being a portion of the O. W. R. & N. Company right of way; the said parcel being described as follows:

Beginning at the intersection of the Southerly line of said O. W. R. & N. Company right of way with a line which is parallel to and 70 feet Southerly of the center line of the relocated Central Oregon Highway, said beginning point being 1586.07 feet South and 585.45 feet West of the North quarter corner of said Section 10, said point also being 100 feet Easterly from (when measured radially and/or at right angles to) the center line of the main track of the O. W. R. & N. Company at Station 1063+66.13, and also being 70 feet Southerly from (when measured radially and/or at right angles to) the center line of the relocated highway at Station 121+73.16; thence Northeasterly along the Southeasterly line of said railroad to a line which is parallel with and 70 feet Northerly of the center line of said highway; thence Westerly parallel to and 70 feet Northerly of said highway center line to the Northwesterly right of way line of said railroad; thence Southwesterly along said railroad right of way line parallel to and 100 feet Northwesterly of said railroad center line to a point 100 feet Westerly from (when measured at right angles to) said railroad center line at railroad Station 1069+50; thence Easterly at right angles to said railroad center line, a distance of 30 feet; thence Northeasterly in a straight line to a point 70 feet Southeasterly from (when measured radially and/or at right angles to) said relocated highway center line at highway Station 117+95.19; thence Northeasterly parallel to and 70 feet Southerly from said highway center line to the point of beginning.

The highway center line herein referred to is described as follows:

Beginning at Engineer's center line Station 45+00, said Station being 3819.49 feet North and 730.71 feet West of the South quarter corner of said Section 16; thence North 37° 55' 30" East, 2312.89 feet; thence on a spiral curve right (the long chord of which bears North 39° 15' 30" East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears North 45° 42' East) 377.50 feet; thence on a spiral curve right (the long chord of which bears North 52° 08' 30" East) 400 feet; thence North 53° 28' 30" East, 2400.13 feet; thence on a spiral curve left (the long chord of which bears North 47° 28' 48" East) 400 feet; thence on a 636.62 foot radius curve left (the long chord of which bears North 31° 49' 15" East) 81.2 feet; thence on a spiral curve left (the long chord of which bears North 16° 09' 42" East) 400 feet to Station 112+71.72 Back equals Station 112+78.81 Ahead; thence North 10° 10' East, 116.38 feet; thence on a spiral curve right (the long chord of which bears North 16° 09' 42" East) 400 feet; thence on a 636.62 foot radius curve right (the long chord of which bears North 61° 24' East) 738.52 feet; thence on a spiral curve right (the long chord of which bears South 71° 51' 34" East) 450 feet to Station 129+83.71.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 1.85 acres.

[illegible]

Easement

PARCEL NO. 5 An easement for slopes and structure, over or on the following described parcel, to-wit:

A parcel of land lying in the SE¼NW¼ of Section 10, Township 21 South, Range 38 East, W.M., Malheur County, Oregon, and being a portion of the O. W. R. & N. Company right of way; the said parcel being described as follows:

Beginning at the intersection of the Southerly line of said O. W. R. & N. Company right of way with a line which is parallel to and 70 feet Southerly of the center line of the relocated Central Oregon Highway, said beginning point being 1586.07 feet South and 585.45 feet West of the North quarter corner of said Section 10, said point also being 100 feet Easterly from (when measured radially and/or at right angles to) the center line of the main track of the O. W. R. & N. Company at Station 1063+66.13, and also being 70 feet Southerly from (when measured radially and/or at right angles to) the center line of the relocated highway at Station 121+73.16; thence Northeasterly along the Southeasterly line of said railroad to a line which is parallel with and 70 feet Northerly of the center line of said highway; thence Westerly parallel to and 70 feet Northerly of said highway center line to the Northwesterly right of way line of said railroad; thence Southwesterly along said railroad right of way line parallel to and 100 feet Northwesterly of said railroad center line to a point 100 feet Westerly from (when measured at right angles to) said railroad center line at railroad Station 1069+50; thence Easterly at right angles to said railroad center line, a distance of 30 feet; thence Northeasterly in a straight line to a point 70 feet Southeasterly from (when measured radially and/or at right angles to) said relocated highway center line at highway Station 117+95.19; thence Northeasterly parallel to and 70 feet Southerly from said highway center line to the point of beginning.

The highway center line herein referred to is described as follows:

Beginning at Engineer's center line Station 45+00, said Station being 3819.49 feet North and 730.71 feet West of the South quarter corner of said Section 16; thence North 37° 55' 30" East, 2312.89 feet; thence on a spiral curve right (the long chord of which bears North 39° 15' 30" East) 400 feet; thence on a 2864.79 foot radius curve right (the long chord of which bears North 45° 42' East) 377.50 feet; thence on a spiral curve right (the long chord of which bears North 52° 08' 30" East) 400 feet; thence North 53° 28' 30" East, 2400.13 feet; thence on a spiral curve left (the long chord of which bears North 47° 28' 48" East) 400 feet; thence on a 636.62 foot radius curve left (the long chord of which bears North 31° 49' 15" East) 81.2 feet; thence on a spiral curve left (the long chord of which bears North 16° 09' 42" East) 400 feet to Station 112+71.72 Back equals Station 112+78.81 Ahead; thence North 10° 10' East, 116.38 feet; thence on a spiral curve right (the long chord of which bears North 16° 09' 42" East) 400 feet; thence on a 636.62 foot radius curve right (the long chord of which bears North 61° 24' East) 738.52 feet; thence on a spiral curve right (the long chord of which bears South 71° 51' 34" East) 450 feet to Station 129+83.71.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 1.85 acres.

These acquired
title in May 19, 1958

PARCEL NO. 6 An easement for slopes, over or on the following described parcel, to-wit:

A parcel of land lying in the NW¼NE¼ of Section 16, Township 21 South, Range 38 East, W. M., Malheur County, Oregon, and being a portion of the O. W. R. & N. Company right of way, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of said railroad, at a point opposite and 100 feet Northwesterly of Station 1124+00 on the center line of the main track of said railroad, said point being 5050 feet North and 275 feet East of the South quarter corner of said Section 16; thence Southeasterly at right angles to said center line, 20 feet; thence Southwesterly parallel to and 80 feet Northwesterly of said center line, 150 feet; thence Northwesterly at right angles to said center line at Railroad Station 1125+50, a distance of 20 feet to the Northwesterly right of way line of said railroad; thence Northeasterly along said right of way line 150 feet to the point of beginning.

The parcel of land to which this description applies contains 3000 square feet.

PARCEL NO. 7 An easement for slopes, over or on the following described parcel, to-wit:

A parcel of land lying in the NW¼SW¼ of Section 10 in the E½SE¼, SW¼SE¼ of Section 9 and in the NW¼NE¼ of Section 16, Township 21 South, Range 38 East, W. M., Malheur County, Oregon, and being a portion of the O. W. R. & N. Company right of way, the said parcel being described as follows:

Beginning at a point on the Northwesterly right of way line of the O. W. R. & N. Company, said point being 70 feet Northwesterly of (when measured at right angles to) the center line of said O. W. R. & N. Company at Railroad Station 1086+00, said point also being 3310 feet South and 1805 feet West of the North quarter corner of said Section 10; thence Southwesterly along said right of way line parallel to and 70 feet Northwesterly of said railroad center line to the West line of said Section 10; thence North along the West line of said Section 10 to a line which is parallel to and 100 feet Northwesterly of the center line of said railroad; thence Southwesterly parallel to and 100 feet Northwesterly of said railroad center line to a point opposite railroad Station 1120+50; thence Southeasterly at right angles to said railroad center line, 40 feet; thence Northeasterly parallel to and 60 feet Northwesterly of said railroad center line, to a point which is 60 feet Northwesterly of (when measured radially and/or at right angles to) said railroad center line at Railroad Station 1111+00; thence Southeasterly at right angles and/or radially to said railroad center line 30 feet; thence Northeasterly parallel to and 30 feet Northwesterly of said railroad center line to a point opposite Railroad center line Station 1106+00; thence Northwesterly at right angles to said railroad center line 30 feet; thence Northeasterly parallel to and 60 feet Northwesterly of said railroad center line to a point opposite Railroad Station 1095+75; thence Southeasterly at right angles to said railroad center line, 42 feet; thence Northeasterly parallel to and 18 feet Northwesterly of said railroad center line to a point opposite Railroad center line Station 1086+00; thence Northwesterly at right angles to said railroad 52 feet to the point of beginning.

The parcel of land to which this description applies contains 3.8 acres.

PARCEL NO. 8 An easement for slopes, over or on the following described parcel, to wit:

A parcel of land lying in the SE¼NW¼ and N½SW¼ of Section 10, Township 21 South, Range 38 East, W. M., Malheur County, Oregon, and being a portion of the O. W. R. & N. Company right of way, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the O. W. R. & N. Company, at a point opposite and 100 feet Northwesterly of Station 1074+25 on the center line of said O. W. R. & N. Company; said point also being 2515 feet South and 1030 feet West of the North quarter corner of said Section 10; thence Southwesterly along said railroad right of way line parallel to and 100 feet Northwesterly of said railroad center line to the West line of the NE¼SW¼ of said Section 10; thence South along the West line of said NE¼SW¼ of Section 10 to a line which is parallel to and 70 feet Northwesterly of the center line of said railroad; thence Southwesterly parallel to and 70 feet Northwesterly of said railroad center line to a point which is 70 feet Northerly of when measured at right angles to said center line at Railroad Station 1082+60; thence Southeasterly at right angles to said railroad center line 52 feet; thence Northeasterly parallel to and 18 feet Northwesterly of said railroad center line to a point which is 18 feet Northwesterly from (when measured radially to) said center line at Railroad Station 1074+25; thence Northwesterly radially to said railroad center line 82 feet to the place of beginning.

The parcel of land to which this description applies contains 1.25 acres.

if/jm

FORM E-30 30M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1959

SUBJECT: File No. 29490 - O.W.R. and N. Company
Juntura-Vale Section
Central Oregon Highway
Malheur County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Enclosed herewith are descriptions covering easements needed from the Union Pacific Railroad Company on the Juntura-Vale Section of the Central Oregon Highway in Malheur County. The easements are listed as Parcel 5, 6, 7, and 8.

Right of way maps were sent to your office under separate cover from the Construction Department.

I am also enclosing two rolls of railroad encroachment cross sections. This property is considered operating railroad property.

Would you please carry on the negotiations for its acquisition.

D H Moehring

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr
Attachments

NOTED
G. S. PAXSON

RECEIVED
MAY 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1959

SUBJECT: Survey Approval Maps
Juntura-Horseshoe Bend Section
Central Oregon Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven prints of the above named survey approval map for submission to the Commission.

This section is scheduled for August or later letting and is 3.2 miles in length.

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:law

Attachments

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1959
FOR FILING

R

COMMISSIONERS
M. [illegible]ER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 12, 1959

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 329 - Horseshoe Bend O-Xing
OWRR & N Co. - Central Oregon Hwy. - Malheur Co.

Dear Sir:

Herewith I hand you original and four copies of application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing across the right of way and over the tracks of Oregon-Washington Railroad & Navigation Co., Union Pacific Railroad Co., Lessee, on the Central Oregon Highway, Malheur County, known as the Horseshoe Bend Overcrossing project.

Two of the copies are for service upon the railroad companies and one is for service upon Malheur County in the event you consider it necessary the county be made a party.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD/ks
encl.

cc: Forrest Cooper w/ex.
G. S. Paxson "
Ivan Merchant "
A. F. Parson "
L. I. Lindas

NOTED
G. S. PAXSON

RECEIVED
MAY 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Pux 329

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure across the right of way and over the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, on the Central Oregon Highway, known as the HORSESHOE BEND OVERCROSSING project, in the Southeast quarter of the Northwest quarter (SE¼ NW¼) of Section 10, Township 21 South, Range 38 East, W. M., Malheur County, Oregon.	PETITION No.________

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS Title 31.

III

That the petitioner proposes the reconstruction of the Juntura-Horseshoe Bend Section of the Central Oregon Highway and that in connection therewith, it will be necessary and desirable to construct an overcrossing structure across the right of way and over the tracks of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, at a point approximately two miles easterly from Juntura. The said structure is shown on Drawings 8409-A and 14882 attached hereto and by this reference made a part hereof.

IV

That the construction of the said proposed overcrossing structure is necessary and proper for the service, accommodation and convenience of the public in that a crossing at grade at the said location would not be in the interest of safety either on the highway or on the railroad.

V

That the estimated average daily traffic on the proposed structure will be 500 vehicles per day with anticipated normal increases and that the traffic on the railroad is 2 train movements per day.

VI

That the grade approaching the proposed structure from the West is a descending grade of 1.3302% and the grade approaching the proposed structure from the East is an ascending grade of 1.3302%.

VII

That the petitioner proposes that the construction and maintenance of the project be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, from State and Federal highway funds, including reimbursement to Railroad Companies for necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited by, the terms of Policy and Procedure Memorandum No. 30-3 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said overcrossing structure with its appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement as hereinbefore stated, make such revisions in existing sign, signal and communication systems as may be required to safeguard them during construction and reinstall the same in permanent locations after the completion of the project.

(b) Subject to reimbursement as hereinbefore stated, furnish such engineering, inspection, watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement as hereinbefore stated, remove and thereafter reinstall such right of way fences as must necessarily be removed for the construction of the project.

(d) Subject to reimbursement as hereinbefore stated, install and thereafter remove such telltales that may be required to safeguard railroad operations.

(e) At their own cost and expense, maintain their existing structure, tracks, roadbed and railroad appurtenances, as well as any additional tracks and facilities found to be necessary to their operations and constructed beneath the said highway structure.

VIII

That it is anticipated that during the construction of the proposed structure the vertical clearance will be impaired to 21' 6" above the top of rail and that the horizontal clearance will be impaired to 7' 6", which impairments will be removed after construction of the structure.

IX

That the proposed construction is in the Southeast quarter of the Northwest quarter (SE¼ NW¼) of Section 10, Township 21 South, Range 38 East, W.M., in Malheur County.

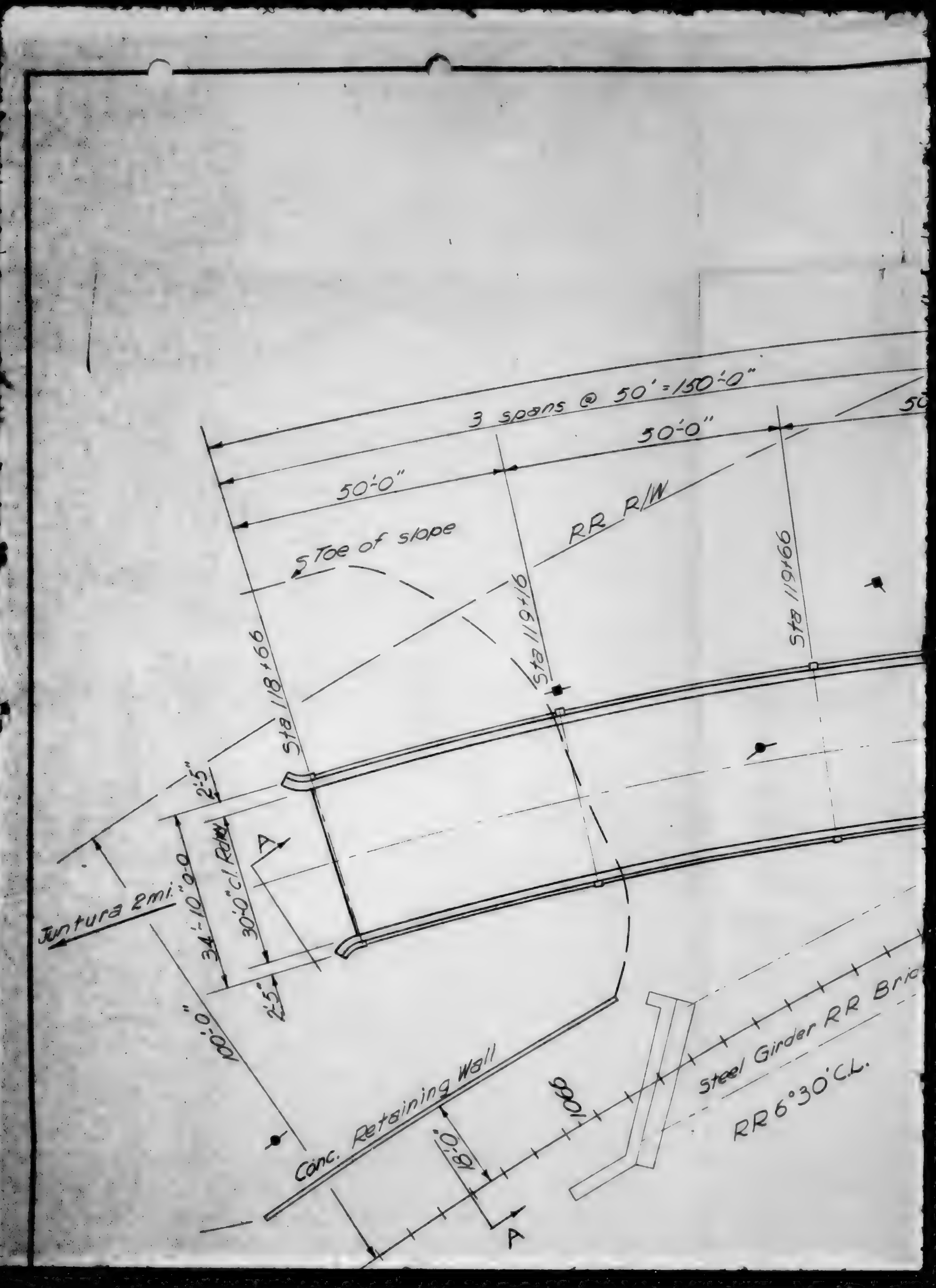
WHEREFORE, petitioner prays for an order authorizing construction and impairment of clearances in accordance herewith and for the operation of trains during period of impairment of said clearances and for such order or orders as may be proper.

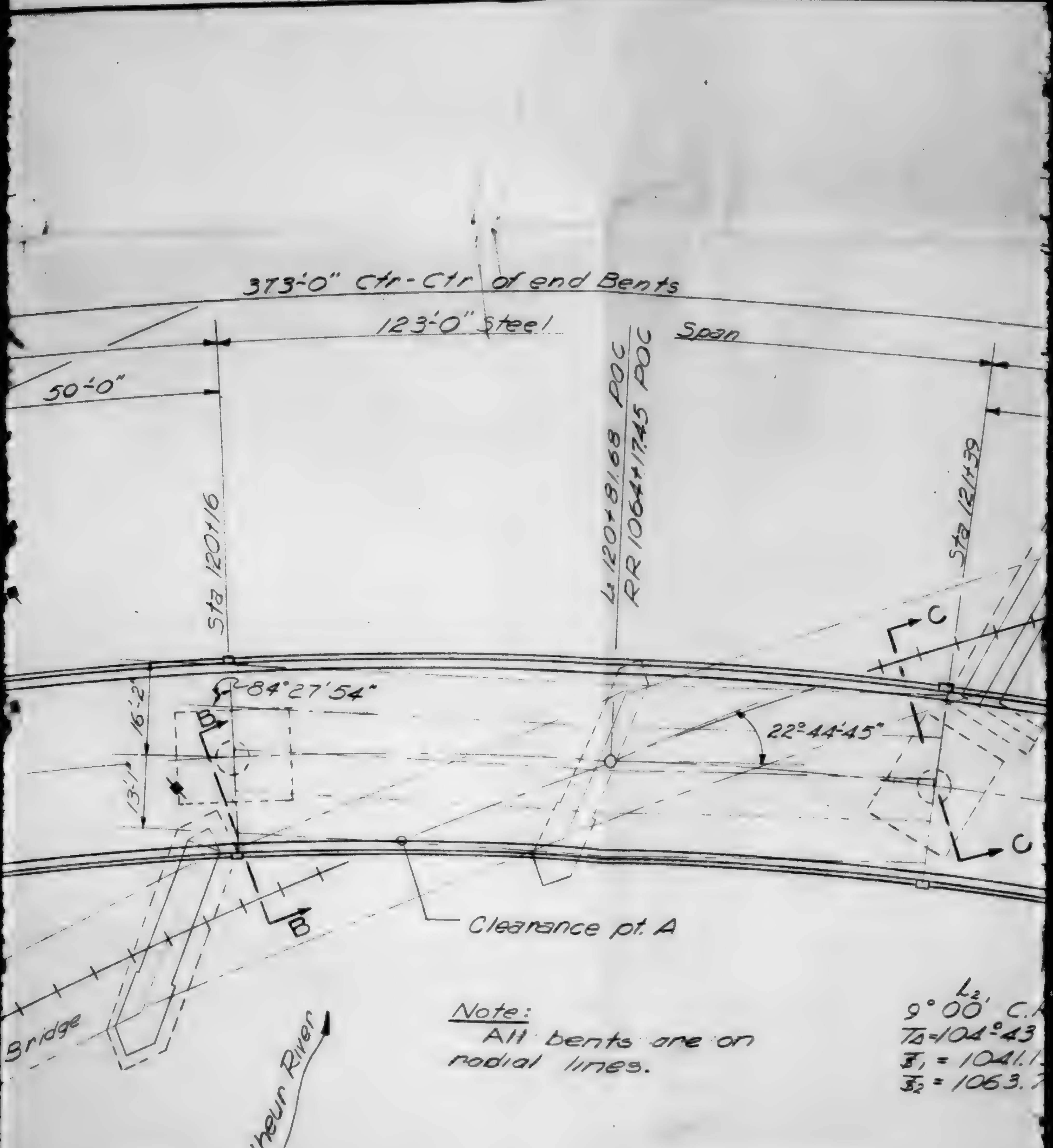
Dated at Salem, Oregon, this 12th day of May, 1959.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By J. W. DeSOUZA
J. W. DeSouza-Assistant Counsel for
the State Highway Commission

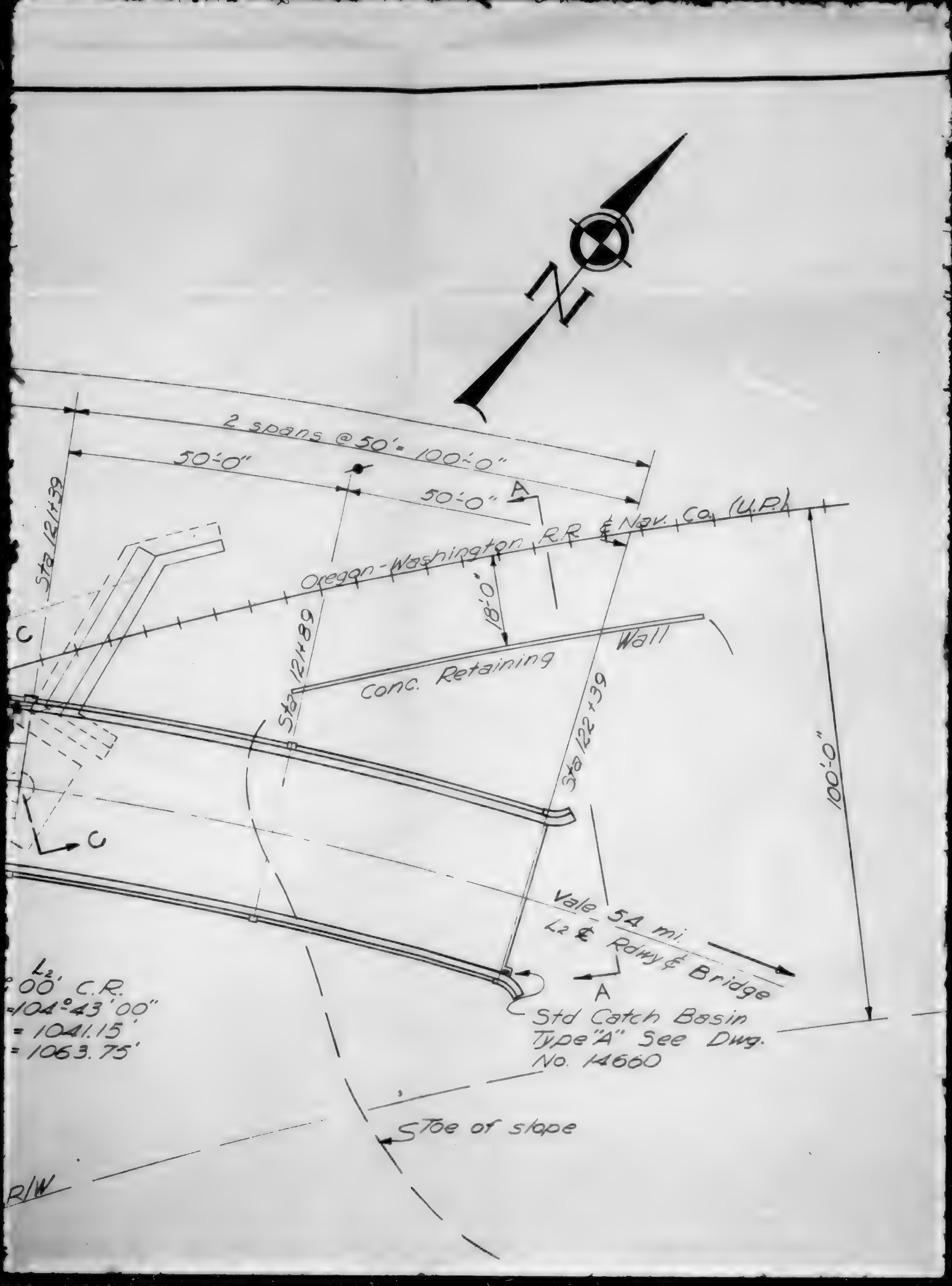

3 spans @ 50' = 150'-0"
50'-0"
50'-0"
50
RR R/W
Toe of slope
Sta 118+66
Sta 119+16
Sta 119+66
2'-5"
34'-10"
30'-0" c.l. Rdwy
2'-5"
A
A
Juntura 2mi.
100'-0"
Conc. Retaining Wall
18'-0"
1086
Steel Girder RR Brid
RR 6°30' C.L.

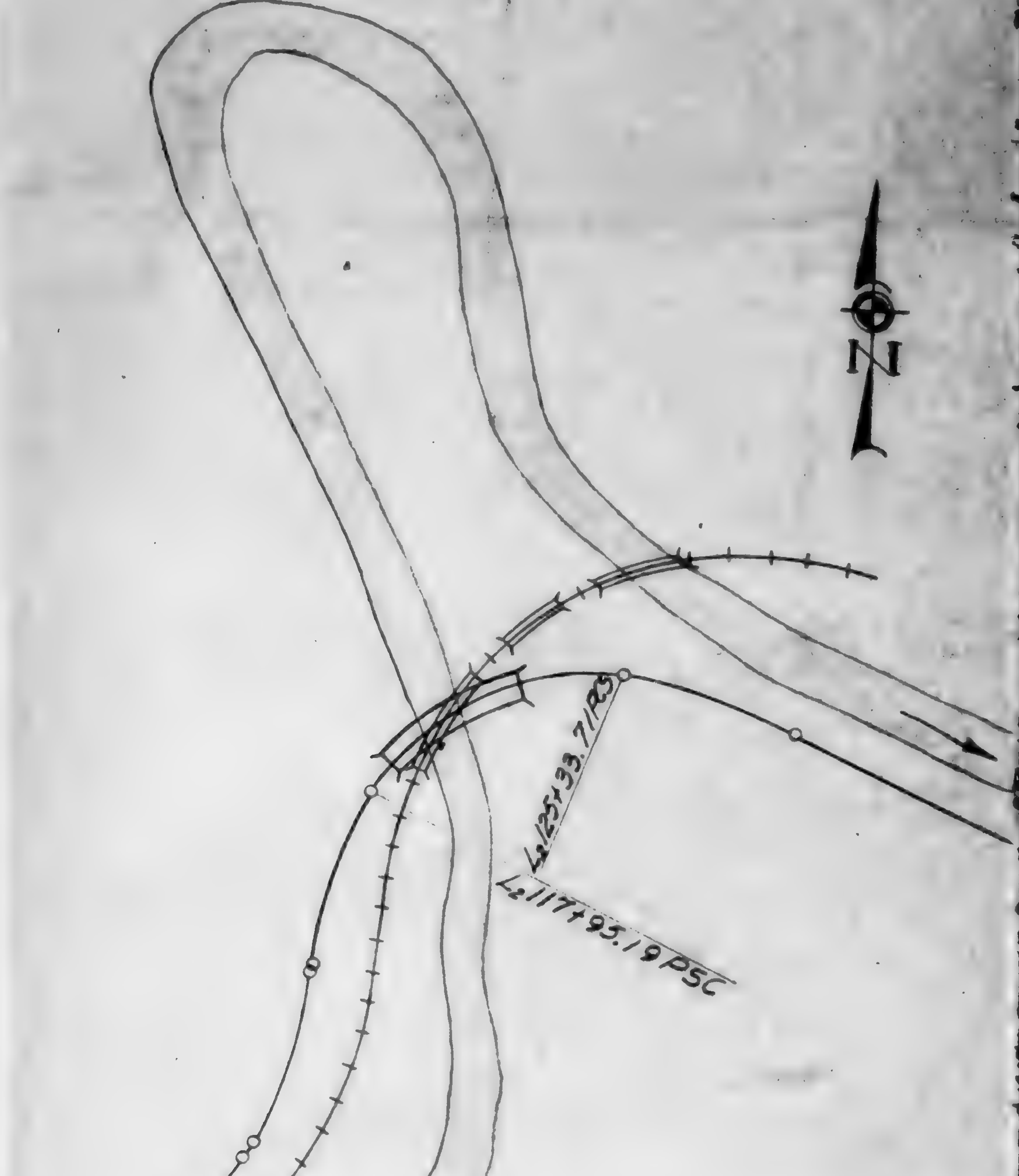

373'-0" Ctr-Ctr of end Bents
123'-0" Steel Span
50'-0"
Sta 120+16
℄ 120+81.68 POC
RR 1064+17.45 POC
Sta 121+39
84°27'54"
16'-2"
13'-1"
22°44'45"
B
B
C
C
Clearance pt. A
Bridge
Malheur River
L_2,
9°00' C.
TΔ=104°43
$\overline{S}_1$ = 1041.1
$\overline{S}_2$ = 1063.
RR R/W

Note:
All bents are on radial lines.

PLAN

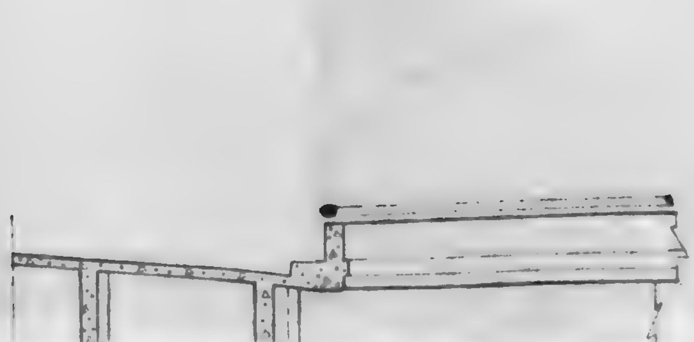
Scale 1"=20'-0"

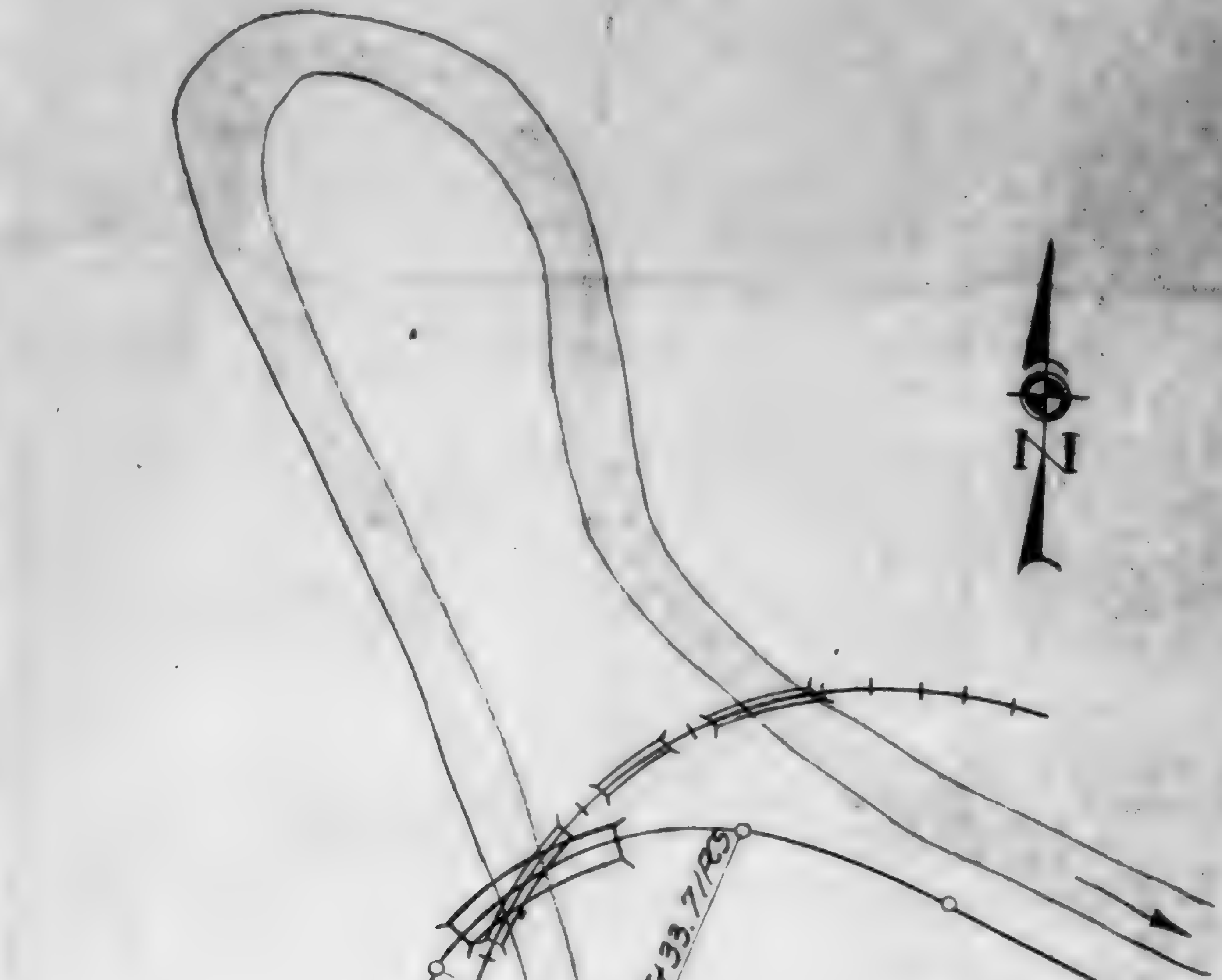

N
2 spans @ 50' = 100'-0"
50'-0"
50'-0"
A
Oregon-Washington R.R. & Nav. Co. (U.P.)
Sta 121+39
Sta 121+89
Sta 122+39
18'-0"
100'-0"
Conc. Retaining Wall
C
C
Vale 54 mi.
L2 ℄ Rdwy & Bridge
A
Std Catch Basin Type "A" See Dwg. No. 14660
Toe of slope
L2
°00' C.R.
=104°43'00"
= 1041.15'
= 1063.75'
R/W


℄ 125+33.71 PCS
℄ 117+95.19 PSC
Malheur River
N

VICINITY MAP

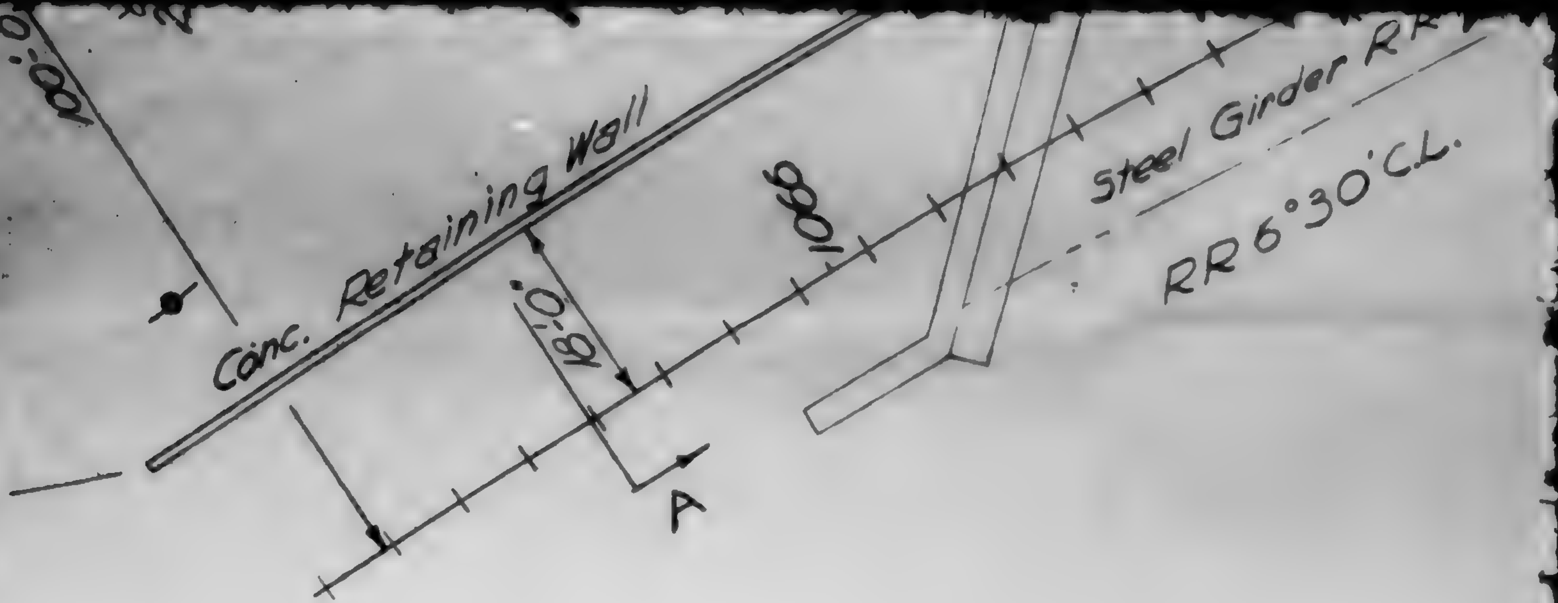
Scale 1" = 400'

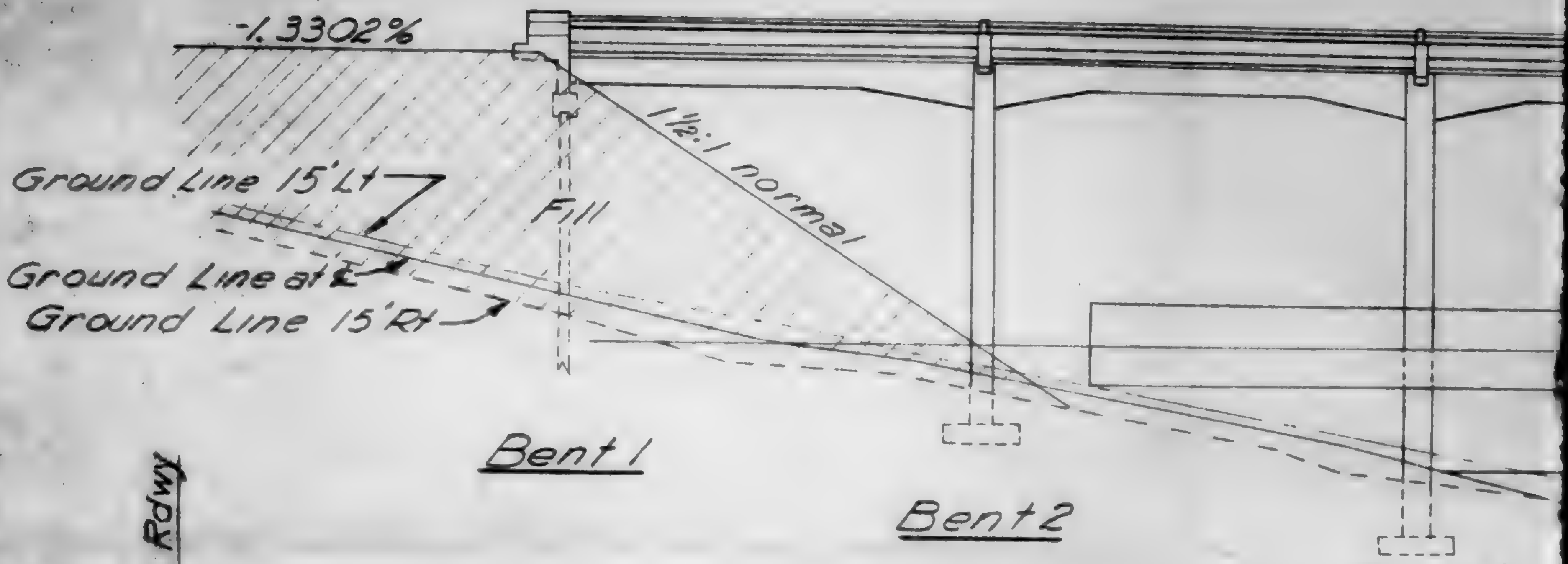


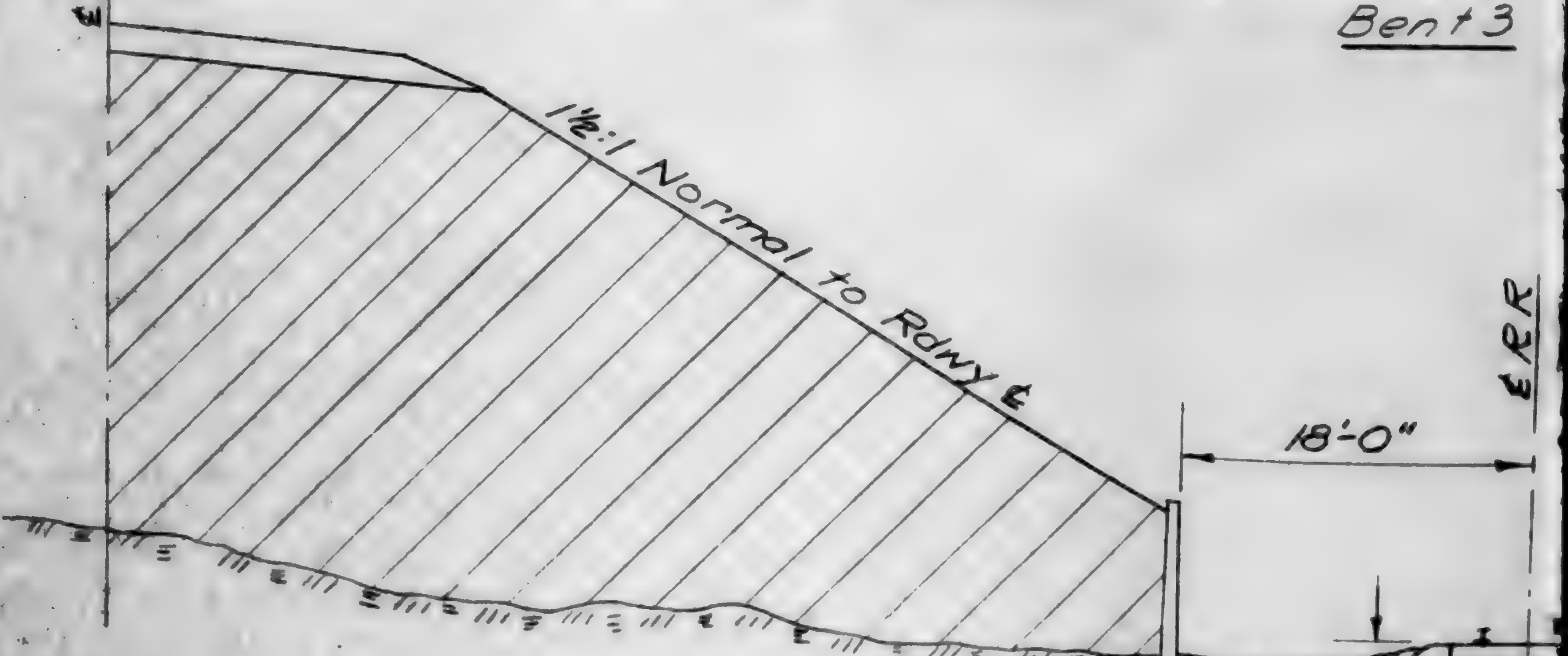

N
℄ 125+33.71 PCS
℄ 117+95.19 PSC
Malheur River

VICINITY MAP

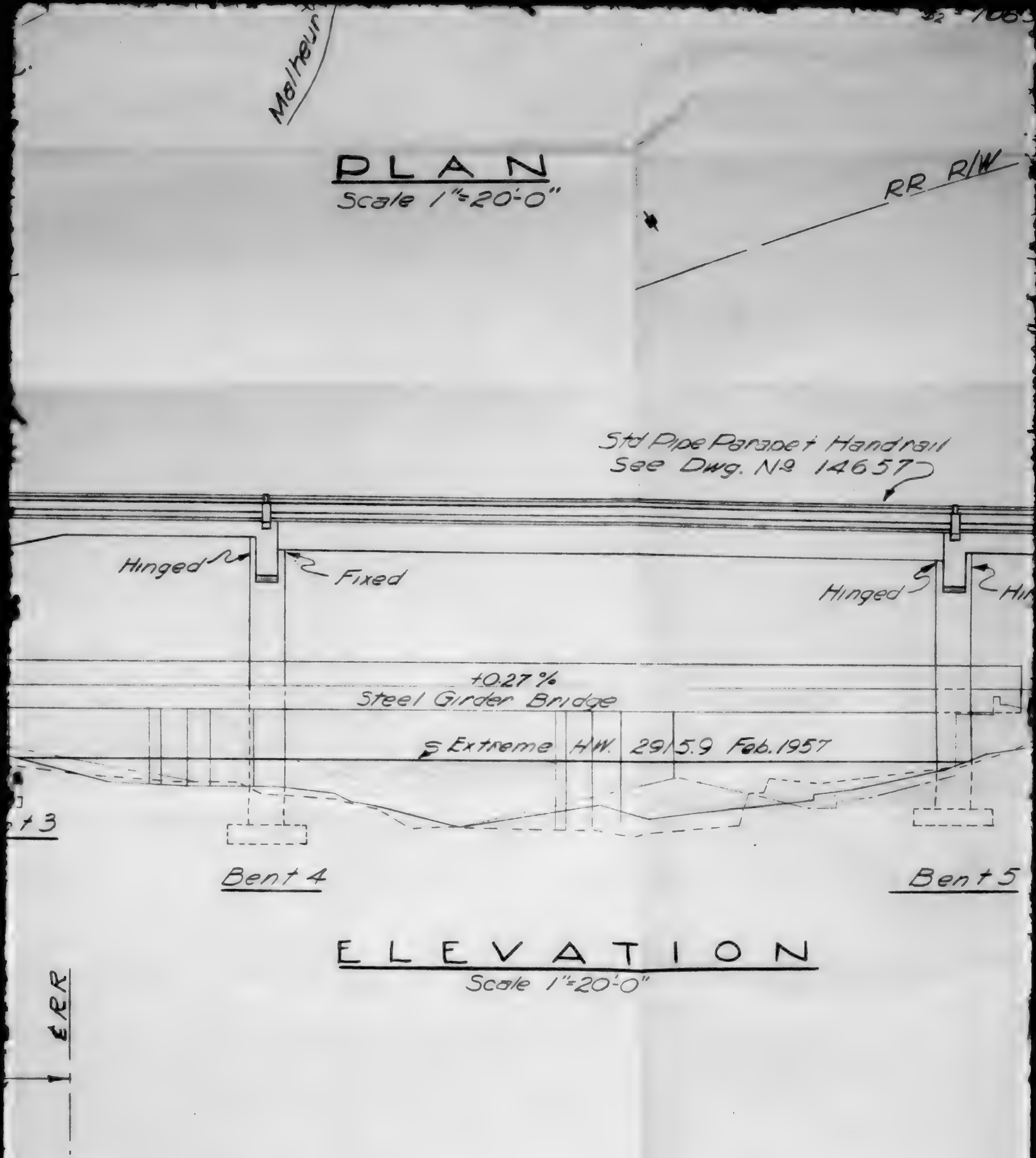
Scale 1" = 400'


100'-0"
Conc. Retaining Wall
18'-0"
1068
Steel Girder R R
RR 6°30' C.L.
A

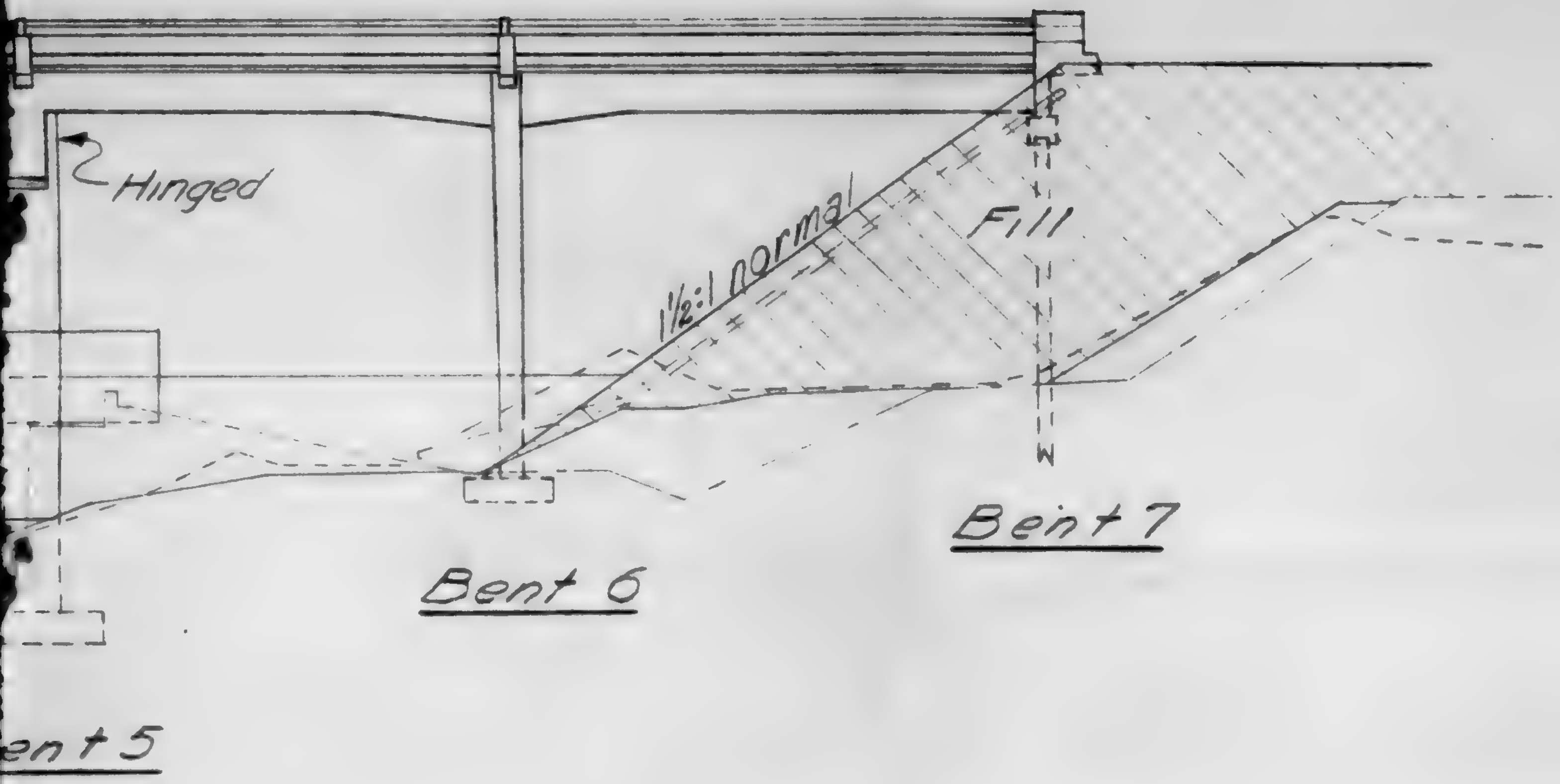

-1.3302%
1½:1 normal
Fill
Ground Line 15' Lt
Ground Line at ℄
Ground Line 15' Rt
Bent 1
Bent 2
Bent 3

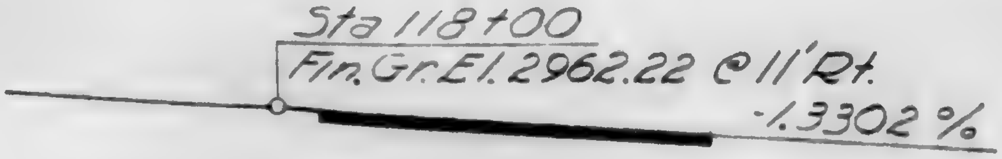

℄ Rdwy
1½:1 Normal to Rdwy ℄
18'-0"
℄ RR
1'-0" min
4'-3"

SECTION "A-A"
No Scale


Malheur
PLAN
Scale 1"=20'-0"
RR R/W
Std Pipe Parapet Handrail
See Dwg. Nº 14657
Hinged
Fixed
Hinged
+0.27 %
Steel Girder Bridge
Extreme H.W. 2915.9 Feb. 1957
Bent 4
Bent 5
ELEVATION
Scale 1"=20'-0"
℄ RR

Toe of slope
R/W

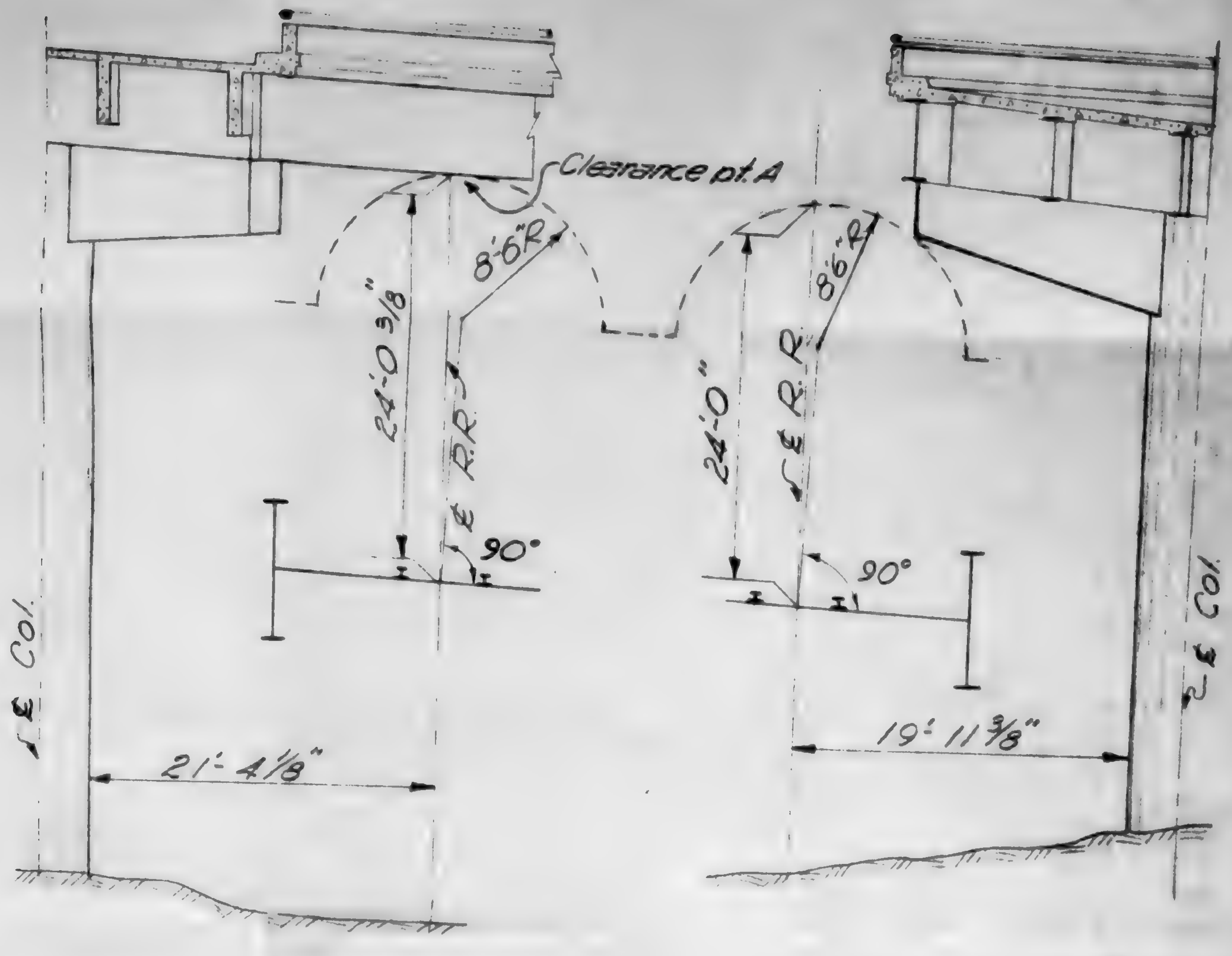

Hinged
1½:1 normal
Fill
Bent 6
Bent 7
ent 5


Sta 118+00
Fin. Gr. El. 2962.22 @ 11' Rt.
-1.3302 %
Super 0.1'/ft

GRADE LINE DIAGRAM

No Scale

Scale 1" = 400'


Clearance pt. A
8'-6"R
24'-0 3/8"
℄ R.R.
90°
℄ Col.
21'-4 1/8"
8'-6"R
24'-0"
℄ R.R.
90°
19'-11 3/8"
℄ Col.

SECTION B~B

SECTION C~C

CLEARANCE DIAGRAM

No Scale

APPROVED:

Ivan D. Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

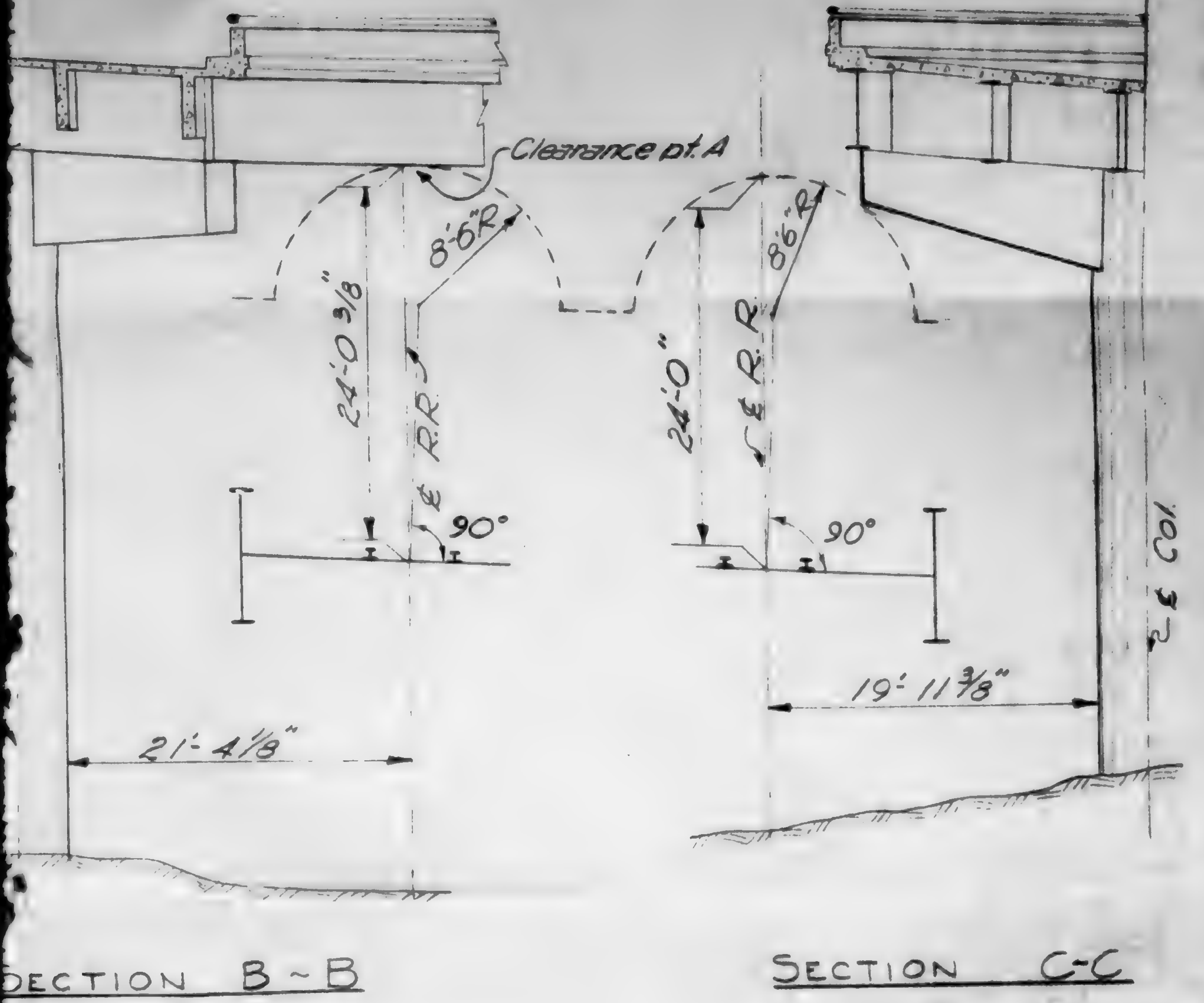
DESIGNED D.O.C. CHECKED
DRAWN LLH CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

HORSESHOE BEND BR.
JUNTURA-HORSESHOE BEND UNIT
JUNTURA-VALE SECT.
CENTRAL ORE. HWY. MALHEUR C

PLAN & ELEVATION

DATE Mar 31, 1959 BRIDGE NO. 8409 SHEET .... OF ....
ACCOMPANIED BY DWGS. ....
DRAWING NO. 8409-A


Clearance pt. A
8'-6" R
24'-0 3/8"
℄ R.R.
90°
21'-4 1/8"
8'-6" R
24'-0"
℄ R.R.
90°
19'-11 3/8"
℄ Col.
SECTION B~B
SECTION C-C

CLEARANCE DIAGRAM

No Scale

ED:

D. Merchant
ENGINEER

TATE HIGHWAY ENGINEER

IGHWAY ENGINEER

ED D.O.C.
LLH

CHECKED
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

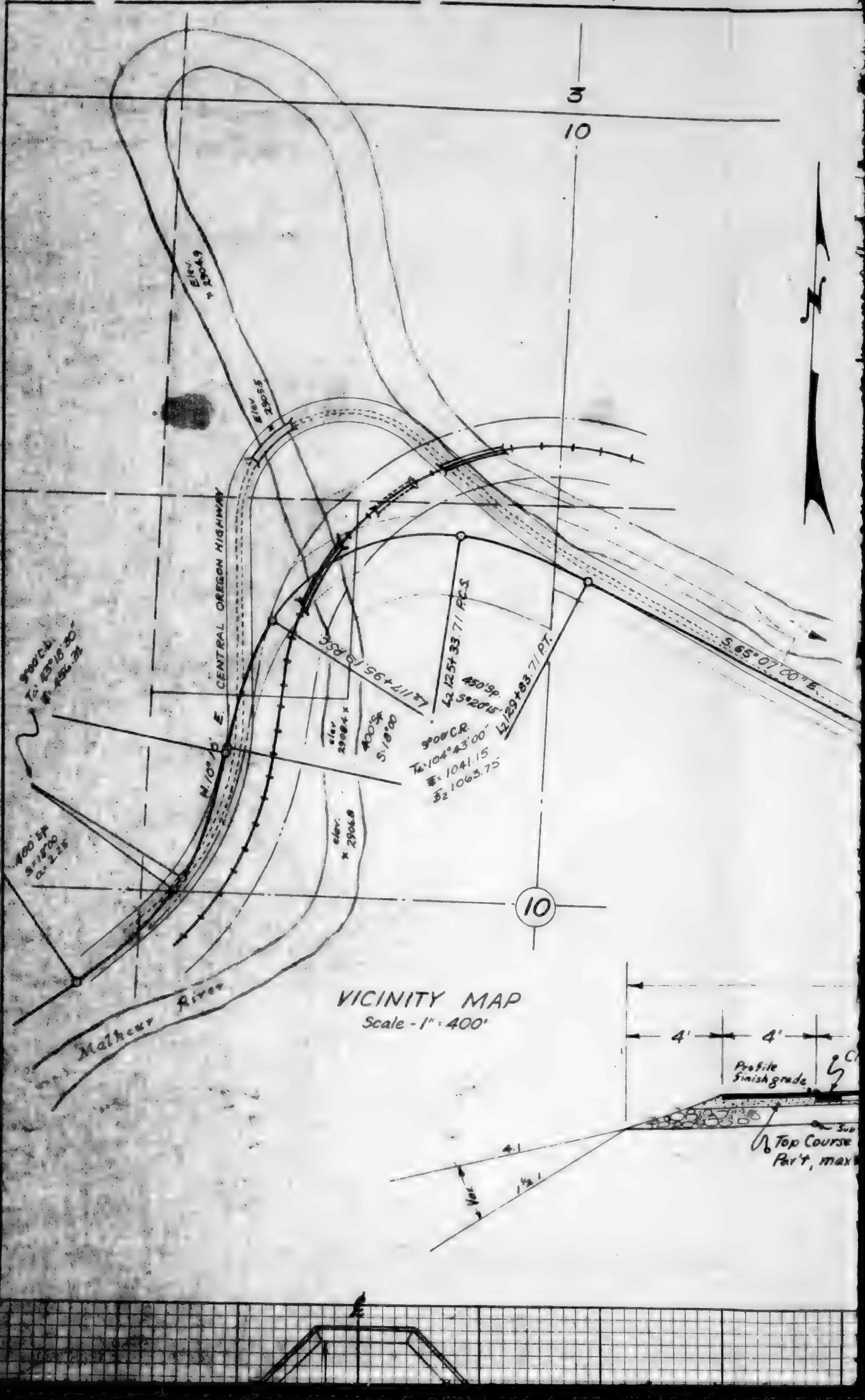
HORSESHOE BEND BR.
JUNTURA-HORSESHOE BEND UNIT
JUNTURA-VALE SECT.
CENTRAL ORE. HWY. MALHEUR CO.

PLAN & ELEVATION

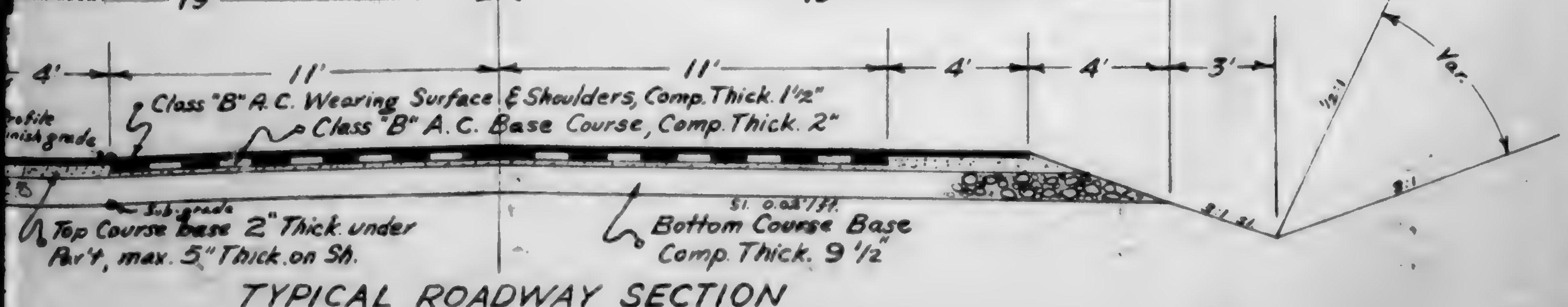
DATE Mar 31, 1959 BRIDGE NO 8409
ACCOMPANIED BY DWGS.

SHEET OF
DRAWING NO. 8409-A

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK NO.		

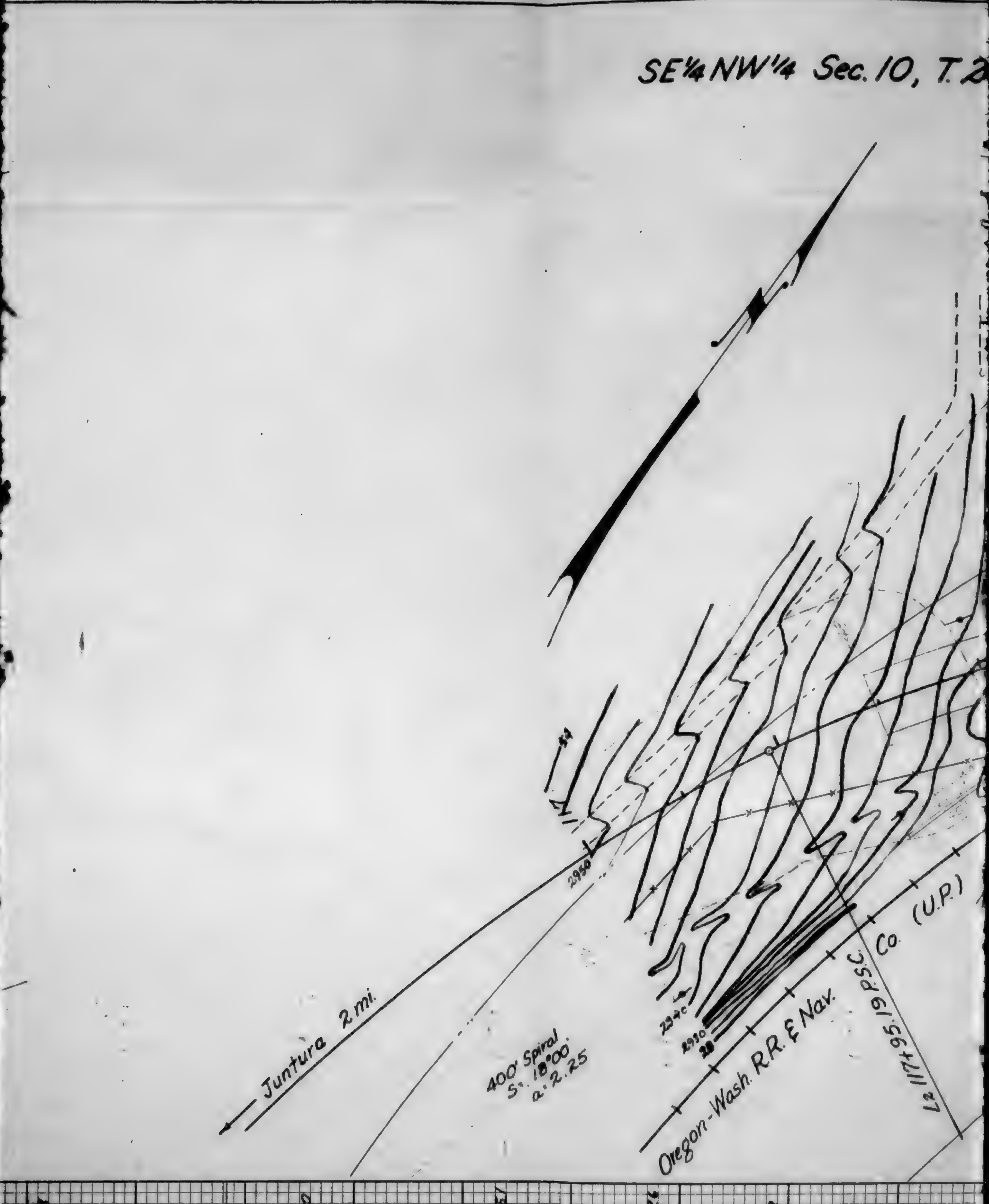

3
10
Elev. × 2904.9
Elev. 2905.5
CENTRAL OREGON HIGHWAY
S.65°07'00"E.
L2 117+95.19 P.S.C.
L2 125+33.71 P.C.S
450' Sp. S=20'15'
L2 129+83.71 P.T.
9°00' C.R.
Δ=104°43'00"
T1=1041.15
T2 1063.75
elev. 2908.4 ×
400' Sp. S=18°00
N.10° E.
9°00' C.L.
Δ=45°18'30"
T=456.31
400' Sp. S=15°00 a=2.25
elev. × 2906.0
10
Malheur River
4'
4'
Profile finish grade
Top Course
Par't, max
4:1
1½:1
Var.
℄

VICINITY MAP
Scale - 1" = 400'


℄
19'
19'
4'
11'
11'
4'
4'
3'
Var.
1/2:1
2:1
2:1 Sl.
Class "B" A.C. Wearing Surface & Shoulders, Comp. Thick. 1½"
Class "B" A.C. Base Course, Comp. Thick. 2"
Profile
Finish grade
Sub-grade
Top Course Base 2" Thick. under Pav't, max. 5" Thick. on Sh.
Sl. 0.02'/Ft.
Bottom Course Base Comp. Thick. 9 1/2"

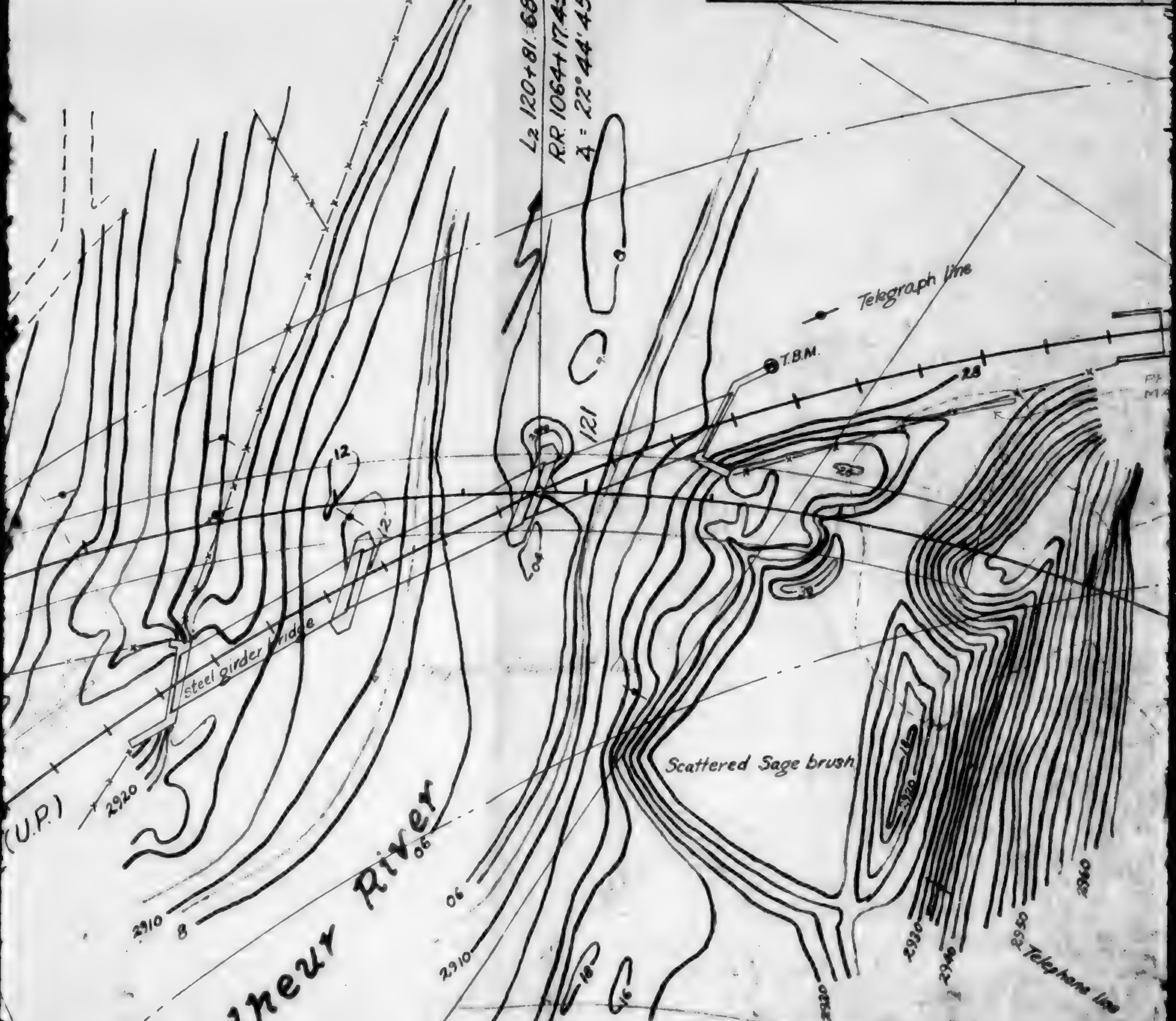
TYPICAL ROADWAY SECTION AT BRIDGE SITE

Scale - 1" = 5'0"

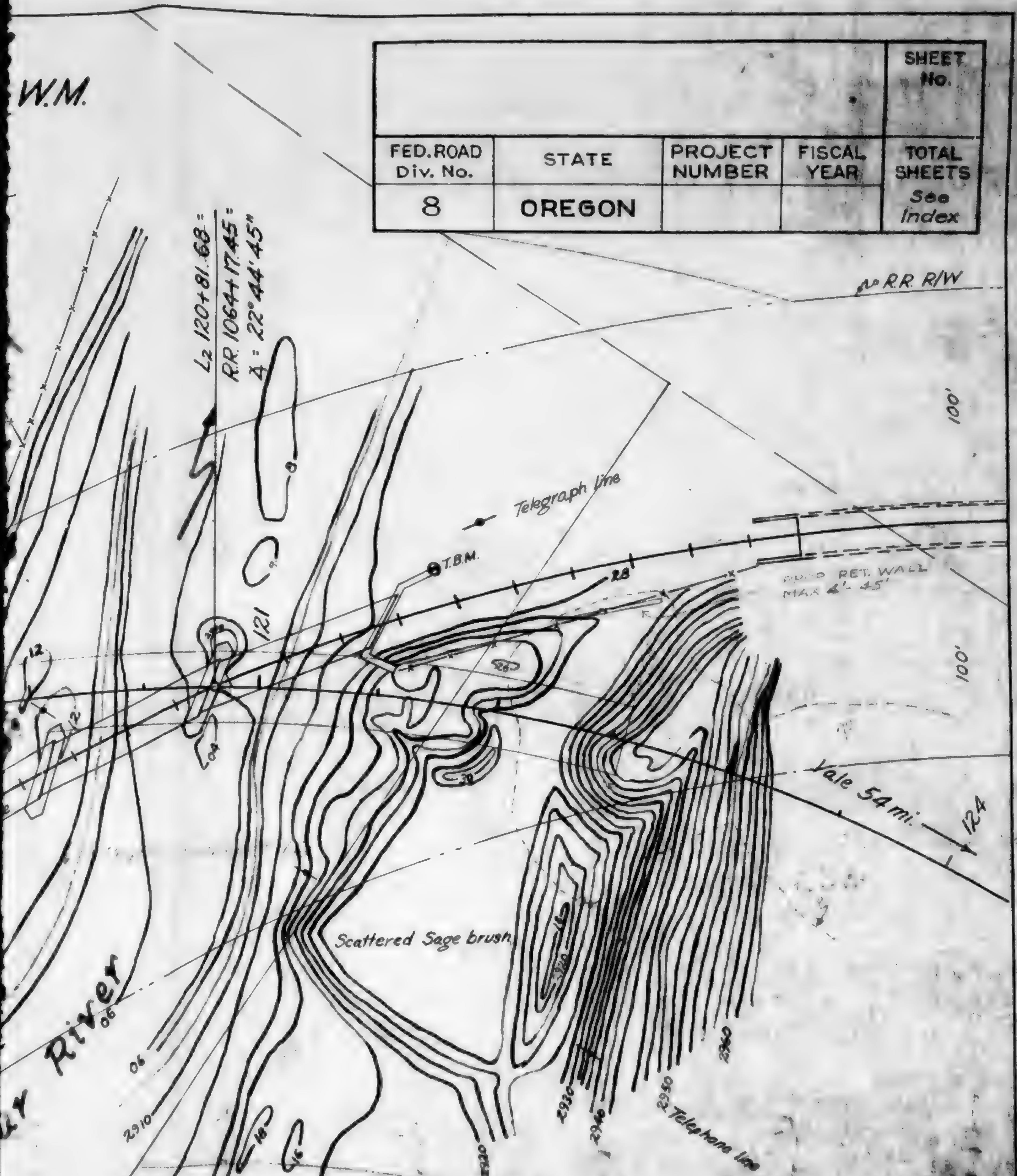

SE¼ NW¼ Sec. 10, T.2
54
2950
2940
2930
28
Juntura 2 mi.
400' Spiral
S = 18°00'
a = 2.25
Oregon-Wash. R.R. & Nav. Co. (U.P.)
L2 117+95.19 P.S.C.
1400
1251
1276

, T.21 S, R.38 E.W.M.

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	


L2 120+81.68 =
R.R. 1064+17.45 =
Δ = 22°44'45"
Telegraph line
T.B.M.
28
121
12
12
04
20
30
steel girder bridge
(U.P.)
2920
2910
8
Malheur River
06
06
2910
Scattered Sage brush
16
2920
2930
2940
2950
2960
Telephone line
18
16
2920
9°00' C.R.
TΔ = 104°43'00"
T1 = 1041.15
T2 = 1063.75
Scale

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index


W.M.
L2 120+81.68 =
R.R. 1064+17.45 =
Δ = 22°44'45"
R.R. R/W
Telegraph line
T.B.M.
28
Prop. Ret. Wall
Max 4'-45'
121
12
12
04
100'
100'
Yale 54 mi.
124
30
16
Scattered Sage brush
River
06
06
2910
18
16
2920
2920
2930
2940
2950
2960
Telephone line
9°00'C R.
TΔ 104°43'00"
$_1$ 1041.15
$_2$ 1063.75

MAP

Scale - 1" = 50'

ORIGINAL SURVEY

SURVEYED

PLOTTED

TEMPLATE

AREAS

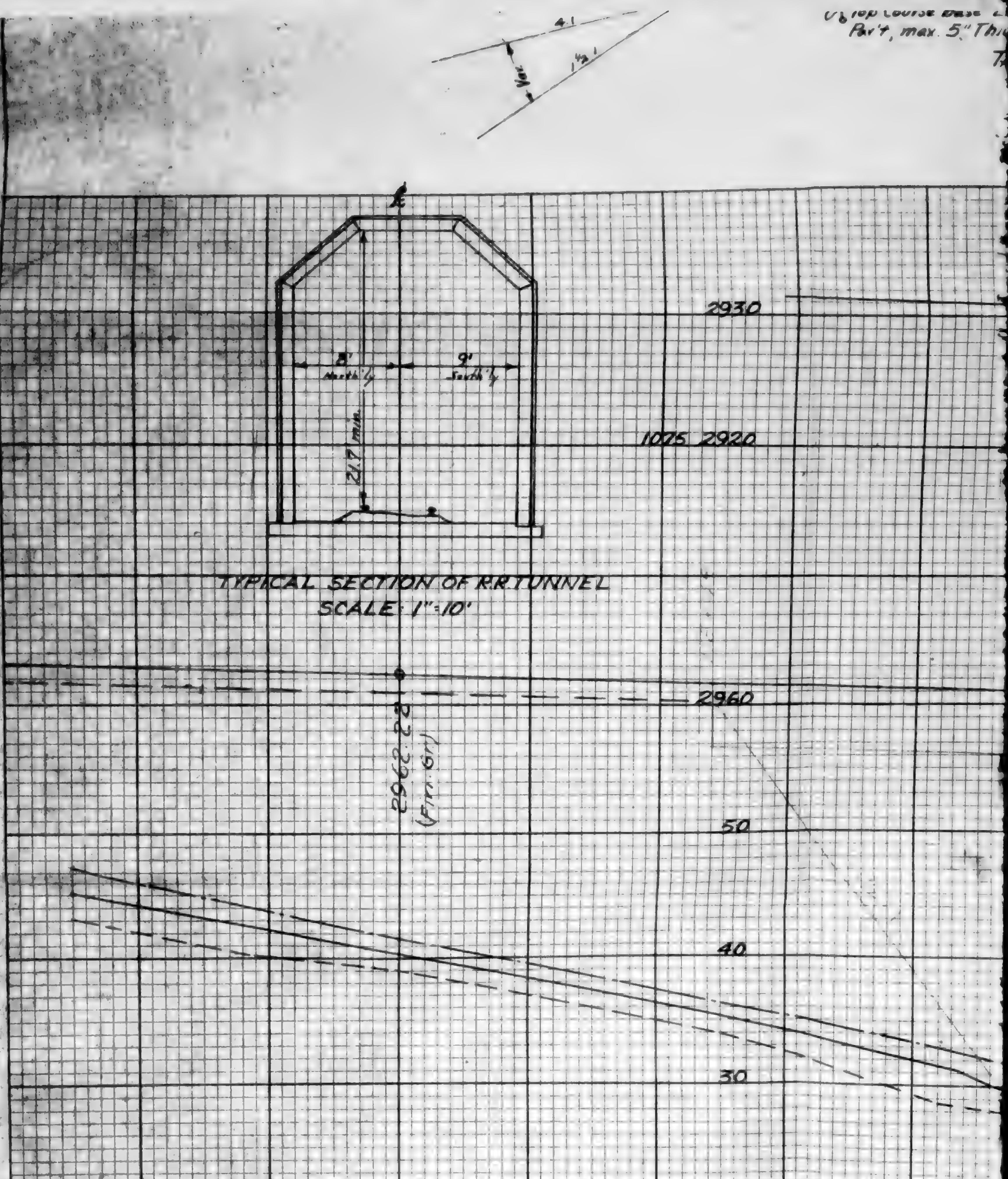
AREAS CHECKED

NOTE BOOK

NO.

BY

DATE


Top Course Base
Pav't, max. 5" Thi
T
4:1
Var.
1½:1
℄
8'
North'ly
9'
South'ly
21.7 min.
2930
1075 2920
2960
2962.22
(Fin. Gr.)
50
40
30
20
2910
150
118
150

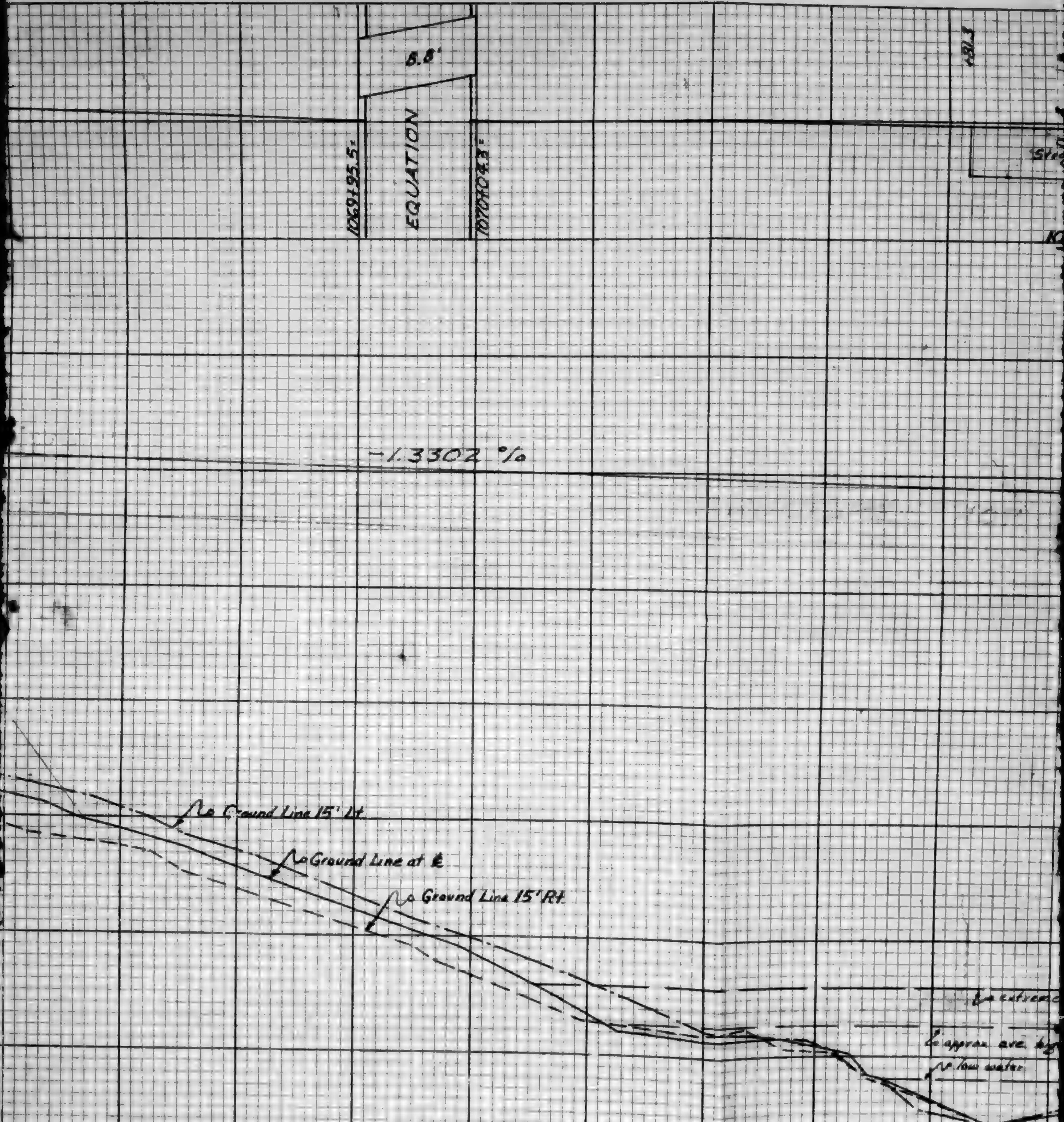
TYPICAL SECTION OF R.R. TUNNEL
SCALE: 1"=10'

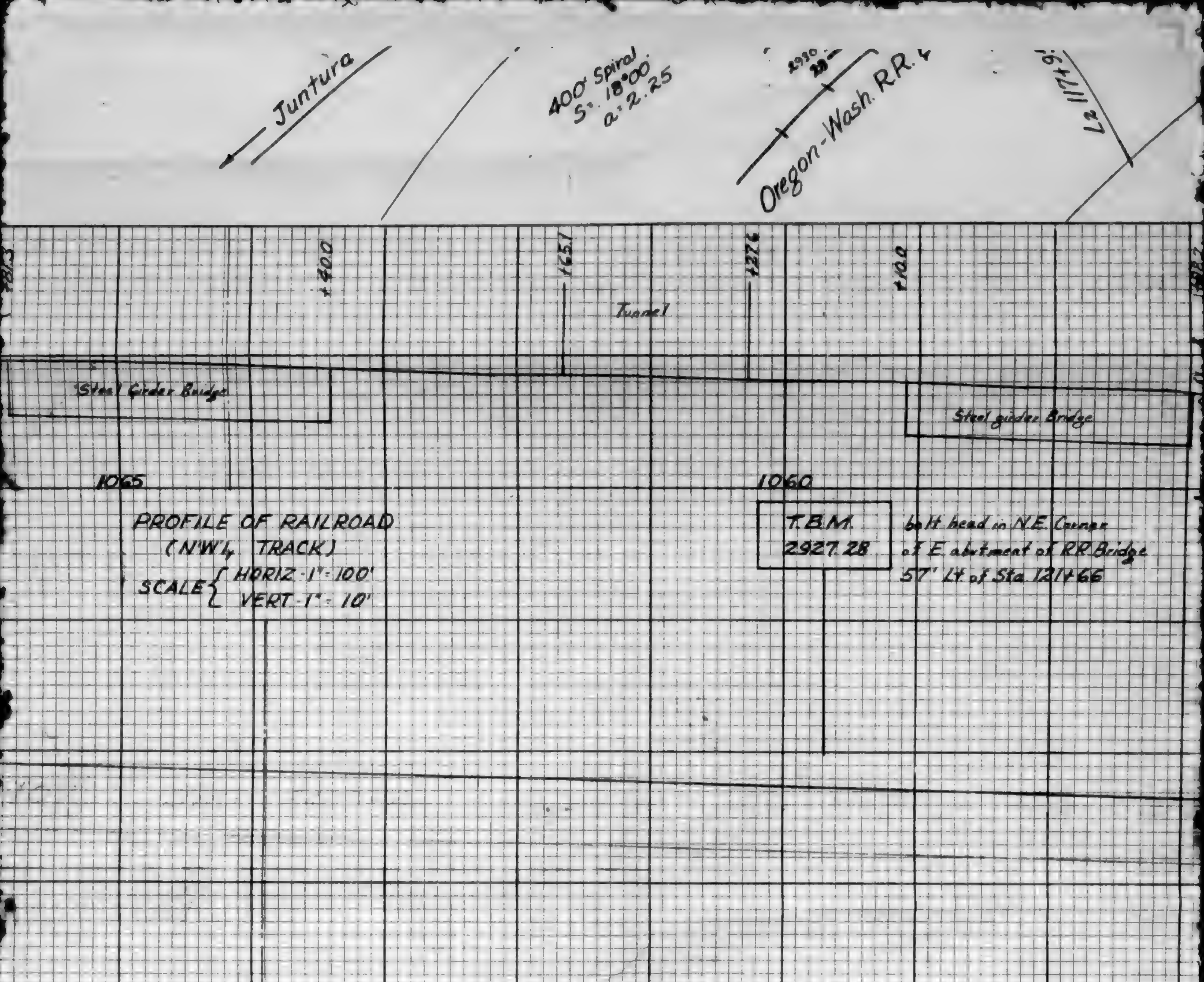
x. 5" Thick. on Sh.

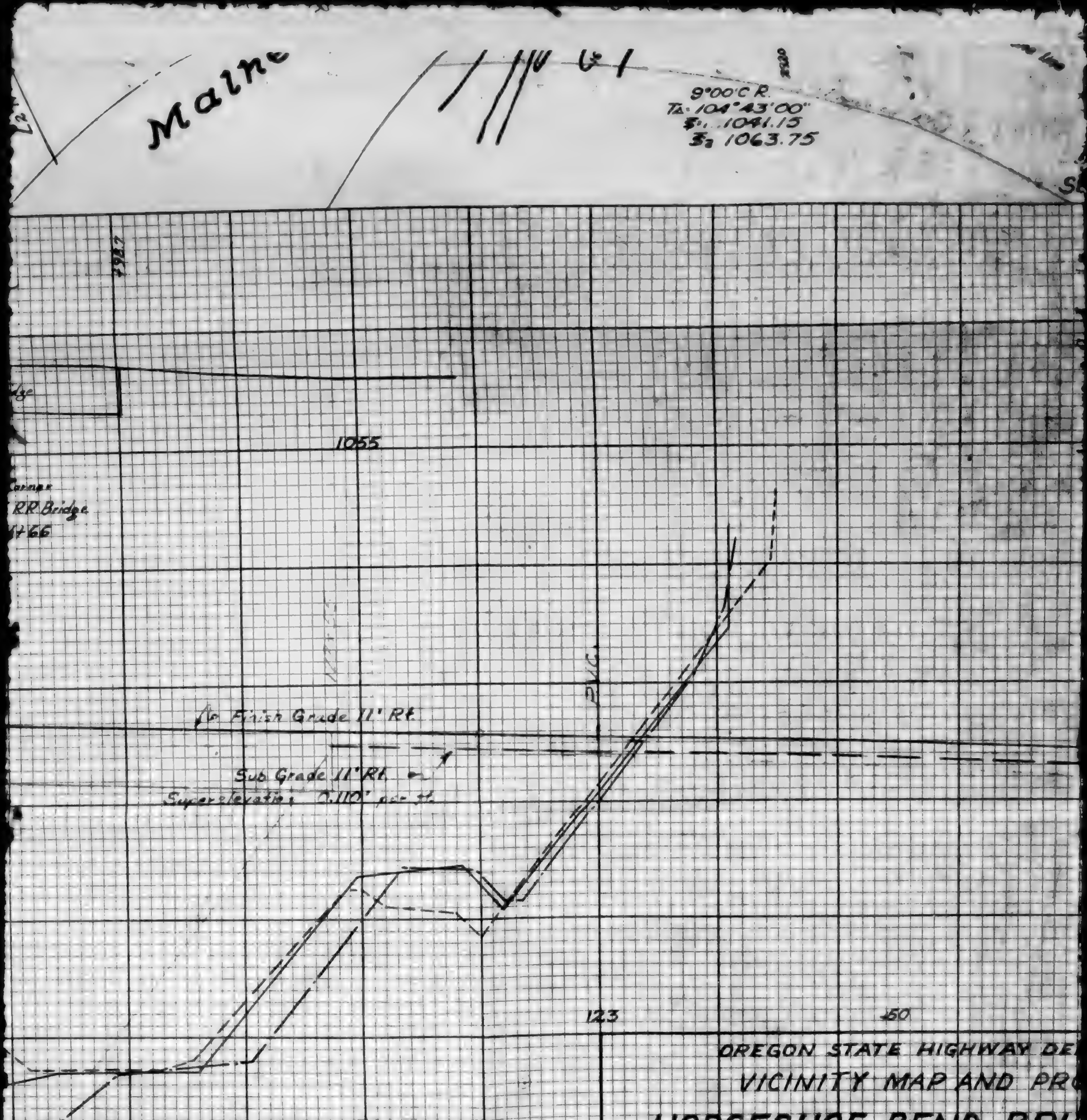
Comp. Thick. 9 1/2"

TYPICAL ROADWAY SECTION
AT BRIDGE SITE

Scale - 1" = 5'0"


8.8'
+81.3
1069+95.5=
EQUATION
1070+04.3=
-1.3302 %
Ground Line 15' Lt.
Ground Line at ℄
Ground Line 15' Rt.
low water
119
+50
120
+50

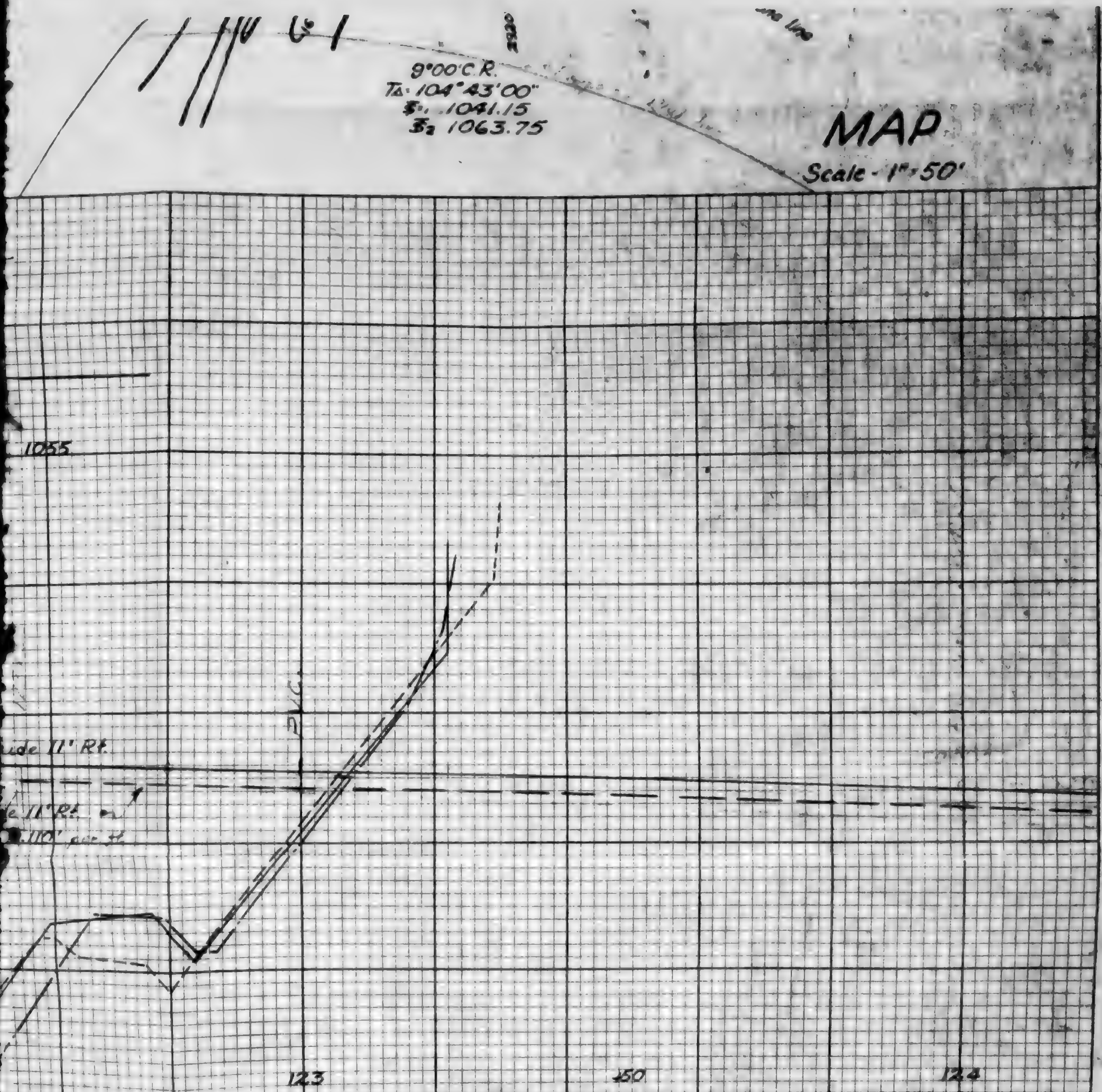

Juntura
400' Spiral
S = 18°00'
a = 2.25
2930
Oregon-Wash. R.R.
L = 1174 9'
+40.0
+65.1
+27.6
+10.0
Tunnel
Steel Girder Bridge
Steel girder Bridge
1065
1060
PROFILE OF RAILROAD
(NW¼ TRACK)
SCALE { HORIZ. 1" = 100'
VERT. 1" = 10'
T.B.M.
2927.28
bolt head in N.E. Corner
of E. abutment of R.R. Bridge
57' Lt. of Sta. 121+66
R.R. Elev's at Crossing
NW rail 2929.27
S.E. rail 29.12
tie at ℄ 28.73
Conc. abutment
Ground (RR fill)
extreme high water 2915.9 Feb. 24 1957
approx. ave. high water
low water
PROFILE
SCALE { HORIZ. 1" = 20'
VERT. 1" = 10'
+50
121
+50
122


Malhe
9°00'C R.
TA 104°43'00"
$\bar{s}_1$ 1041.15
$\bar{s}_2$ 1063.75
S
792.7
dge
1055
Corner
RR Bridge
+66
P.V.C.
Finish Grade 11' Rt.
Sub Grade 11' Rt.
Superelevation 0.110' per ft.
123
+50
122
+50

OREGON STATE HIGHWAY DE
VICINITY MAP AND PR
HORSESHOE BEND BRI
JUNTURA - HORSESHOE
JUNTURA - VALE S
CENTRAL OREGON HI
MALHEUR COUNTY

KEATS OLIVER, RES. ENG'R.
BEARINGS - GRID
BRIDGE No. 8409

ELEV'S, US
DRAWIN


9°00' C.R.
TΔ 104°43'00"
S_1 1041.15
S_2 1063.75
MAP
Scale - 1" = 50'
1055
P.V.C.
ide 11' Rt.
e 11' Rt.
.110' per st.
123
150
124
150

OREGON STATE HIGHWAY DEPARTMENT

VICINITY MAP AND PROFILE

HORSESHOE BEND BRIDGE SITE

JUNTURA - HORSESHOE BEND UNIT

JUNTURA - VALE SECTION

CENTRAL OREGON HIGHWAY

MALHEUR COUNTY

KEATS OLIVER, RES. ENG'R.

FEBRUARY, 1957

BEARINGS - GRID

ELEV'S, U.S.C. & G.S. 1947 ADJUST.

BRIDGE No. 8409

DRAWING No. 14882

RECEIVED
[illegible] 1959
FOR FILING

OREGON WASHINGTON TELEPHONE COMPANY
HOOD RIVER, OREGON

April 27, 1959

Oregon State Highway Commission,
Department of Highways,
Salem, Oregon.

Gentlemen:

Attached is the Estimate of the cost to the State Highway Department for the relocation of that portion of our telephone line that was off the State Highway right-of-way on the section of the Central Oregon Highway between Juntura and Horseshoe Bend.

Am forwarding under separate cover three sets of prints showing our proposed relocation.

Please let us know acceptable and we will proceed with the work.

Yours very truly,

OREGON WASHINGTON TELEPHONE COMPANY,

By:

Burr W. Seeley,
Outside Plant Engineer.

Att.

RECEIVED
MAR 23 1959
FOR FILING

March 20, 1959

Oregon State Highway Commission

Gentlemen:

We have completed our survey for the grading of 3.2 miles of the Juntura-Horseshoe Bend Section of the Central Oregon Highway in Malheur County. This project is scheduled for letting in August 1959, or possibly later.

The details of this survey are shown on the attached map. It is my recommendation that you approve this survey and grant authority for the acquisition of the necessary rights of way.

This matter will be on the agenda for your consideration at the April 16-17 meeting.

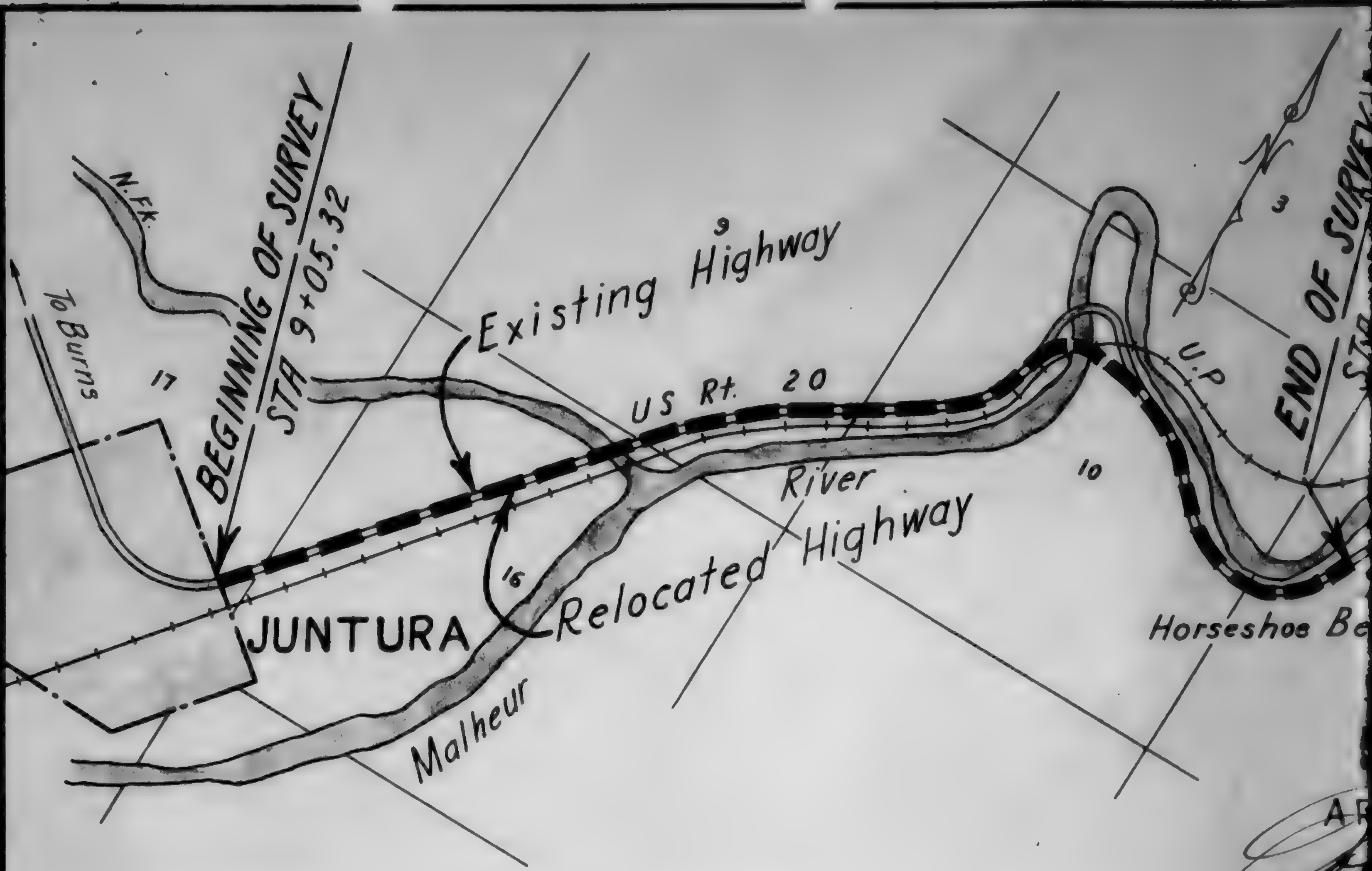
Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

FC:fn:ae

cc to: Mr. Tom Edwards
Mr. Walter T. Wright


BEGINNING OF SURVEY
STA 9+05.32
N. FK.
To Burns
17
9
Existing Highway
US Rt. 20
River
Relocated Highway
16
JUNTURA
Malheur
10
U.P.
3
END OF SURVEY
STA
Horseshoe Be

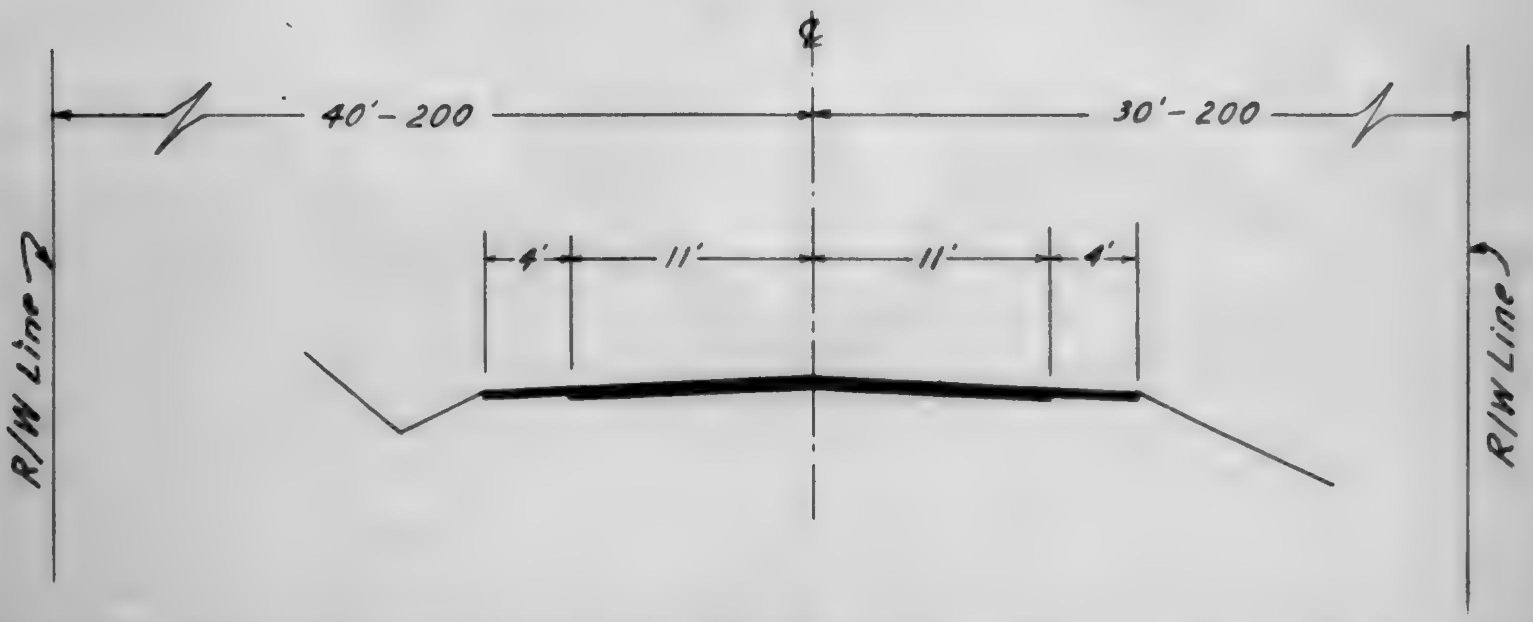
AP

DEPUTY

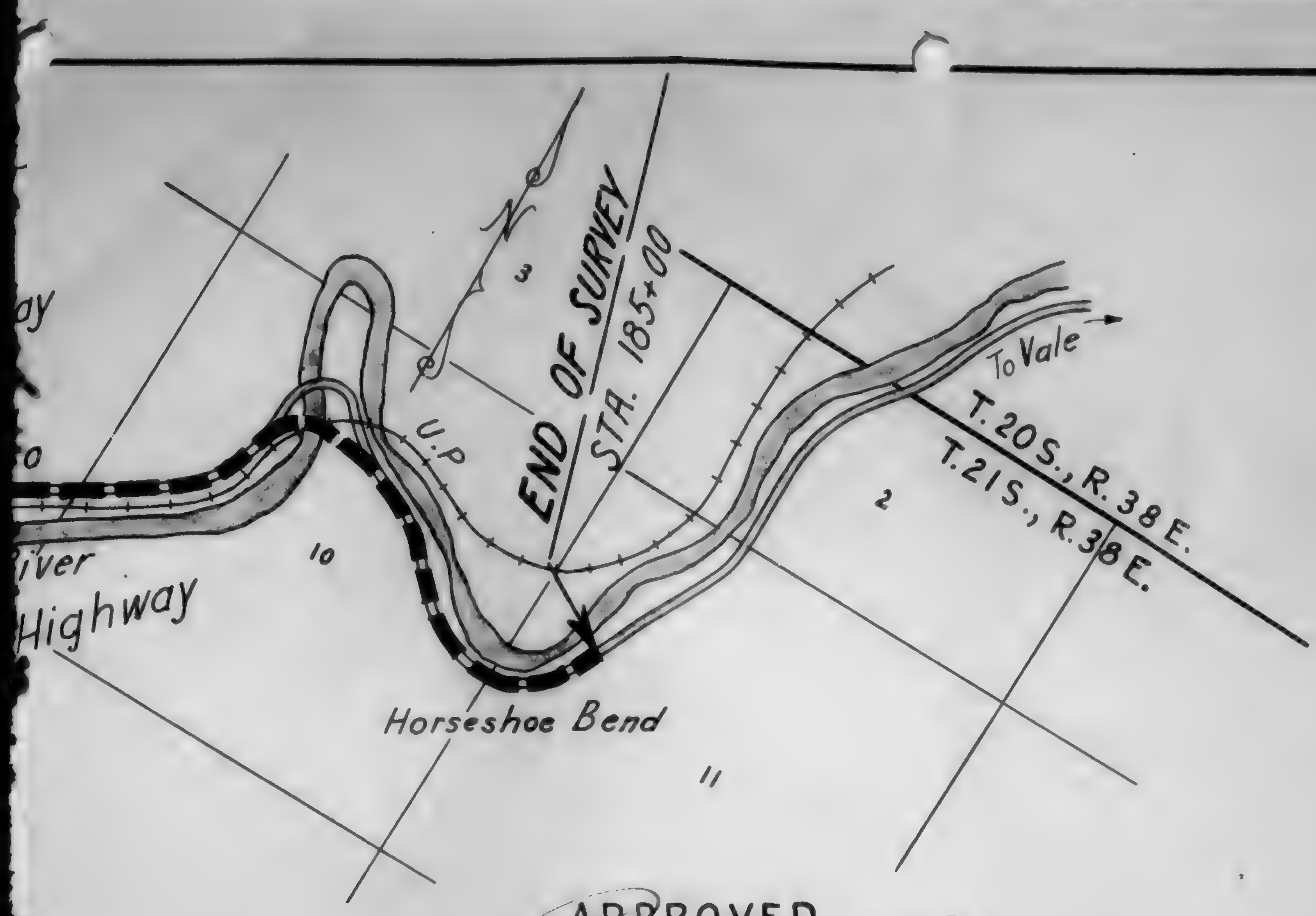
Date:

JUNTU

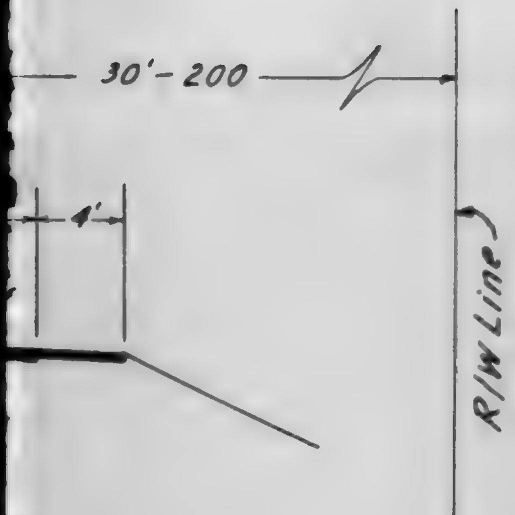
TYPICAL SECTION


℄
40'-200
30'-200
4'
11'
11'
4'
R/W Line
R/W Line

For de


ay
iver
Highway
10
3
U.P
END OF SURVEY
STA. 185+00
To Vale
T.20S., R.38E.
T.21S., R.38E.
2
Horseshoe Bend
11

N


30'-200
4'
R/W Line

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date: March 19 1959

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

JUNTURA-HORSESHOE BEND SECTION

CENTRAL OREGON HIGHWAY

MALHEUR COUNTY

Scale: 1" = 2000' Mar., 1959

DRG NO. IR-5-1257

For details See Drg. No. 8B-13-14, Feb, 1959

23-1092 N. Ontario Interch.-Idaho 1960
#5671 Ave. Sec., Old Ore. Tr. Hwy.
(Pav.)

RECEIVED
[illegible]
FEB [illegible]

5671

March 9, 1962

Lytle, Schroeder & Denning
Vale,
Oregon

Attention: Robert D. Lytle

Gentlemen:

The Secretary of State has forwarded a copy of your letter dated March 2 to this office concerning the status of Trueman Dieter's claim in the amount of $750.00.

Our records indicate this to be in reference to the Rogers Construction Company, contract # 5671, paving the North Ontario Interchange, Southwest 12th Street Section of the Old Oregon Trail Highway in Malheur County. The Fidelity and Casualty Company of New York through McGovern-Carroll Company, 527 Peyton Building, Spokane 1, Washington furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The contract was accepted by the Highway Commission on August 18, 1960.

Mr. Dieter's claim was filed with the Secretary of State on January 23, 1961. The claim was filed within the six months period after acceptance of the contract by the State Highway Commission which action protects his claim under the bond.

We make no effort to determine the validity of a claim for the reason that many claims are controversial. There is also the possibility that some claims might come under the contractor's liability insurance.

Final payment on this contract in the amount of $967.42 was mailed to the contractor on September 23, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

OFFICE COPY
NOTED ON CARD
dc

CWH:jf

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

March 6, 1962

COPY

Contract #5671

Mr. Robert D. Lytle
c/o Lytle, Schroeder & Denning
Vale, Oregon

Dear Sir:

Acknowledgment is made of your letter of March 2, 1962, referring to a notice of claim by Trueman Dieter against the bond taken from Rogers Construction Co. as principal and the Fidelity & Casualty Co. as surety for the work in North Ontario Interchange--Southwest 12th Street, Old Oregon Highway, Malheur County, Oregon. File #3760, filed in the Secretary of State's office, January 23, 1961.

We are sorry, no information regarding the claim has been received here. The Secretary of State's office does not prosecute the claim, it merely files the evidence.

A copy of your letter is being forwarded to the State Highway Department for their information.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By
Public Records Section

GS:FK

cc: Cecil Head, Assistant Secretary ✓
State Highway Department
Highway Building
Salem, Oregon

RECEIVED
MAR 7 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

LAW OFFICE OF
LYTLE, SCHROEDER & DENNING
VALE, OREGON

ROBT. D. LYTLE
W. F. SCHROEDER
D. S. DENNING, JR.

TELEPHONE
GR 3-6331

March 2, 1962

SUBJECT: Dieter vs. Roger Contruction Co.

Honorable Howell Appling, Jr.
Secretary of State
Department of State
Public Records Section
Salem, Oregon

Attention: Mr. Stephens

COPY

Dear Sir:

Under date of January 20, 1961, we forwarded to you the complaint of Trueman Dieter for loss sustained and injury to property through the operation of Rogers Construction Company as principal and the Fidelity and Casualty Co. of New York as surety sustained as the result of the work on North Ontario Interchange--Southwest 12th Street, Old Oregon Highway, Malheur County, Oregon.

Under date of January 23, 1961, you wrote us acknowledging the receipt of notice of claim and advising us of your file number 3760. Since that time we have not been advised of what may have happened in relation to this claim and in relation to final payments to the Rogers Construction Company. In fact, our record is silent following your letter of January 23, 1961.

Will you please advise us of the present status of this matter. Also as to what has transpired in relation to release of moneys to the construction company. We will appreciate your information.

Very truly yours,

LYTLE, SCHROEDER & DENNING

BY Robt. D. Lytle
Robt. D. Lytle

Final Payment
Warrant #358968
#967.42 → Mailed, 9/23/60 + (1 day?)

RECEIVED
MAR - 5 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RDL/sz

RECEIVED
JUN 5 1961
FOR FILING
23-1092
5671

May 25, 1961

Mr. Trueman J. Dieter
102 Clark Avenue
Ontario, Oregon

Dear Mr. Dieter:

This is to acknowledge your letter of May 20 concerning the status of your claim in the amount of $750 which you filed against Rogers Construction Company on State Highway Contract 5671 for paving the North Ontario Interchange-S.W. 12th Street Section on the Old Oregon Trail Highway in Malheur County. This project was completed July 23, 1960 and accepted by the Oregon State Highway Commission on August 18, 1960.

The Fidelity and Casualty Company of New York, through McGovern-Carroll Company, 527 Peyton Building, Spokane 1, Washington furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it. Our records indicate that your notice of claim, in the amount of $750, against Rogers Construction Company was filed with the Secretary of State January 23, 1961. This claim was assigned Secretary of State File Number 3760. Your claim was filed within the six-months period after acceptance of the contract by the State Highway Commission, which action protects your claim under the bond.

The State does not make payment of claims but looks to the prime contractor and surety for such payment. We are forwarding a copy of your letter to the Fidelity and Casualty Company of New York and to Rogers Construction Company.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:rj

cc: The Fidelity and Casualty Co. of New York
Rogers Construction Company

NOTED ON CARD
ac

TRUEMAN J. DIETER
10 LARK AVE -PH. TU9-5029
ONTARIO, OREGON

May 20 1961

Dear Mr. Query:

In regards to the Claim that was sent in during January against Rogers Construction Co. Contract no. 5671 here at Ontario.

Rogers and their Insurance Co. has refused to make any settlement on this now the Engineer told me at one time that he could collect that damage fore me now I am asking why this hasnt been done? or if it will be done? and when??

a quiet a bit of time has passed since you have received the Claim, and I would like to see some action on this situation.

I hope you are not going to let this Rogers Co. Keep pushing people around every where they go, it should be stoped before it gits worse.

Surely there must be some Kind of protection against these Kind of Charaktors.

I will expect to hear from you soon. Thank you.

Yours very Truly

Trueman J. Dieter

RECEIVED
MAY 22 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 27 1961
FOR FILING

23-1092

5671

January 26, 1961

Fidelity & Casualty Co. of New York
160 Pine Street
San Francisco 11, California

Attention: Mr. Sheridan J. McCarthy
Bond Superintendent

Gentlemen:

Attached is a copy of a claim in the amount of $750.00, which has been filed with the Secretary of State (his File No. 3760) by Lytle, Schroeder & Denning, attorneys on behalf of Trueman Dieter, Ontario, for loss sustained as the result of injury to property and to water rights, on the Rogers Construction Co. contract with us.

This appears to be in connection with State Highway Contract No. 5671 with Rogers Construction Co. for paving the North Ontario Interchange-S.W.12th Street Section on the Old Oregon Trail Highway in Malheur County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
McGovern-Carroll Co.
527 Peyton Building
Spokane 1, Wn.

NOTED ON CARD
Dc

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Commissioners
W. C. Williams
Forrest Cooper
CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

January 23, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Robt. D. Lytle, c/o Lytle, Schroeder & Denning, Vale, Oregon and filed as of this date, a notice of claim for loss sustained by Trueman Dieter as the result of injury to property and to water rights through the wrongful pumping of ground water from the gravel pit on Lots 29 and 30 and the west 325 feet of Lot 31, Block 5, Oregon Western Colonization, Highway Subdivision, Section Addition, Malheur County, Oregon and the resultant total depreciation of the house and residence property, of water for resident and domestic uses, for the full period of 31 days and for the resultant drying up of claimant's well during said 31-day period, in the sum of $750.00 and is against the bond taken from Rogers Construction Co., principal and the Fidelity and Casualty Co. of New York, surety, for the work in N. Ontario Interchange--S. W. 12th St., Old Oregon Highway, Malheur County, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the compies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo H Stephens
Public Records Section

GS:FK
Enc.

LAW OFFICE OF
LYTLE, SCHROEDER & DENNING
VALE, OREGON

ROBT. D. LYTLE
W. F. SCHROEDER
D. S. DENNING, JR.

TELEPHONE
GR 3-6331

January 19, 1961

SUBJECT:

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed is Trueman Dieter's Notice of Claim.

Very truly yours,

LYTLE, SCHROEDER & DENNING

BY ______________________
Secretary for Robt. D. Lytle

cjf

RECEIVED
JAN 23 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM

To Secretary of State of the State of Oregon; and
To Oregon State Highway Commission;
Salem, Oregon.

Notice is hereby given that the undersigned, Trueman Dieter, has a claim for loss sustained as the result of injury to property and to water rights of the said Trueman Dieter through the wrongful pumping of ground water from the gravel pit on Lots 29 and 30 and the west 325 feet of Lot 31, Block 5, Oregon Western Colonization, Highway Subdivision, Second Addition, Malheur County, Oregon and the resultant total depreciation of the house and residence property, of water for resident and domestic uses, for the full period of 31 days and for the resultant drying up of claimant's well during said 31-day period.

The amount of the claim herein made is in the sum of $750.00 and is against the bond taken from Rogers Construction Co., as principal, and The Fidelity & Casualty Co. of New York, as surety, for the work in N. Ontario Interchange - S. W. 12th St., Old Oregon Highway, Malheur County, Oregon.

Trueman Dieter
Trueman Dieter, Claimant

File # 3760

FILED
JAN 23 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIV
JAN 23 1961

RECEIVED
JAN 27 1961

FOR FILING

23-1092
5671

January 26, 1961

Mr. Trueman J. Dieter
102 Clark Avenue
Ontario, Oregon

Dear Sir:

This is to acknowledge your letter of January 21 informing us that your attorney is filing your claim for damages due to loss of water at your home in Ontario, which you state is in connection with Rogers Construction Co. Contract No. 5671.

We have today received a copy of your Notice of Claim, in the amount of $750.00, which has been filed with the Secretary of State, his File No. 3760. This claim is being entered in our records and we are advising the surety and the contractor of your filing.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

Trueman J. Dieter
102 Clark Avenue
Ontario, Oregon
January 21, 1961

Dear Mr. Head:

Since I was at your office the other day, my attourney has sent out four copies of the claim for damages from the loss of water here at my home in Ontario.

One to Secretary of State, Rogers Construction Co., Insurande Co. and one to the State Highway Department.

As soon as you receive this claim, would you or Mr. Pease please start the ball to rolling and take what ever action is necessary to collect this claim for me.

Thank you very much !!

Yours truly,

Trueman J. Dieter

#5671

RECEIVED
[illegible] 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
N 27 1961

23-1092

5671

January 25, 1961

COPY

Mr. Robert D. Lytle
Lytle, Shroeder & Denning
Vale, Oregon

Dear Mr. Lytle:

Acknowledging your memo of January 19, we wish to advise that this matter has been referred to our Surety Company The Fidelity and Casualty Company, Loyalty Building, Portland, Oregon.

The same company carries our Liability Insurance and in the future if it be suggested you negotiate direct with them or their attorney if you wish to negotiate further regarding this or any other matter pertaining to Mr. Dieter's claim.

Yours very truly,

ROGERS CONSTRUCTION CO.

Norman Glenn

NG/b

cc: Secretary of State
State of Oregon

Oregon State Highway Commission ✓

RECEIVED
AN 2 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED [illegible]

25-1092

LAW OFFICE OF
LYTLE, SCHROEDER & DENNING
VALE, OREGON

ROBT. D. LYTLE
W. F. SCHROEDER
D. S. DENNING, JR.

TELEPHONE
GR 3-6331

5671
SUBJECT:

November 22, 1960

Oregon State Highway Commission
State Highway Building
Salem, Oregon

ATTENTION: Floyd Query

Dear Mr. Query

Enclosed herewith please find a copy of the demand letter directed ro Roger Construction Company by Truman Dieter.

This is merely to advise you of the outstanding and unpaid claim against Rogers Construction Co.

Cordially yours

LYTLE, SCHROEDER & DENNING

BY
D. S. Denning, Jr.

DSD/cjf
Enclosure

Copy to Edwards

RECEIVED
NOV 23 1960
SALEM
STATE HIGHWAY COMMISSION

RECEIVED

23-1092

LAW OFFICE OF
LYTLE, SCHROEDER & DENNING
VALE, OREGON

ROBT. D. LYTLE
W. F. SCHROEDER
D. S. DENNING, JR.

TELEPHONE
GR 3-6331

5671

SUBJECT:

November 22, 1960

Oregon State Highway Commission
State Highway Building
Salem, Oregon

ATTENTION: Floyd Query

Dear Mr. Query

Enclosed herewith please find a copy of the demand letter directed ro Roger Construction Company by Truman Dieter.

This is merely to advise you of the outstanding and unpaid claim against Rogers Construction Co.

Cordially yours

LYTLE, SCHROEDER & DENNING

BY
D. S. Denning, Jr.

DSD/cjf
Enclosure

Copy to Edwards

RECEIVED
NOV 23 1960
[illegible]
STATE H[illegible]ON

June 27, 1960

Dieter vs. Rogers Construction Co.

Rogers Construction Co.
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

Your attention is called to your letter of May 8, 1960, to Mr. Trueman Dieter, 102 Clark Avenue, Ontario, Oregon, signed by your Mr. Norman Glenn which was in response to a demand made upon you for injuries sustained to property by reason of your operation inconnection with the highway construction job in Ontario, Oregon, and in connection and in relation to your operation on lots 29, 30 and the West 325 feet of Lot 31, Block 5, Oregon Western Colonization Company, Highway Subdivision, Second Addition, Malheur County, Oregon.

As the result of your operation and the unauthorized and illegal withdrawing of water from the underground strata our client was without water for home and other purposes for the period of 31 days. We have advised our client that your withdrawal of underground water was without authority in law and that the water withdrawn was not placed to beneficial use and was unreasonable in the light of the legal uses of others.

After discussing the details withour client it appears that he has sustained loss and injury to the value of $750.00, in which sum we make demand upon you for payment.

Very truly yours,

Lytle, Schroeder & Denning

By:________________________
Robt. D. Lytle

RDL:sb

14

RECEIVED
SEP - 2 1960
FOR FILING

23-1092

5671

September 2, 1960

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Attention: Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 5671, for paving the North Ontario Interchange-S. W. 12th Street Section of the Old Oregon Trail Highway in Malheur County, was completed by the contractor, Rogers Construction Company, on July 23, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $967.42 will be released to the contractor on or after September 12, 1960. The total contract amount is $32,429.31 of which amount $182.06 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: McGovern-Carroll Co.
527 Peyton Building
Spokane 1, Washington

RECEIVED
AUG 22 1960
FOR FILING
[illegible]

5671

2

August 22, 1960

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Const. Co., on contract #5671 for paving the North Ontario Interchange-SW 12th Street Section of the Old Oregon Trail in Malheur County.

This payment, in the amount of $5,567.61, will be released to contractor on or after September 1, 1960. The retained percentage is $967.42.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
McGovern-Carroll Co.,
527 Peyton Bldg.,
Spokane 1, Washington

Form E-1—(Rev.)—

23-1092

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 7, 1960, 19

Section North Ontario Interchange-12th St.

Kind of work Paving

Highway Old Oregon Trail County Malheur

Section prefix 23-1092

Contractor Rogers Construction Company

Contract number 5671

Date of contract May 2, 1960

Specified work days 60

Date work started June 3, 1960

Work days used 37

Project authorization . . . . . $ 34,915.60

Exclusive of engineering . . . . $ 32,432.62

Per cent of time elapsed 61 %

Estimated cost of completed project, exclusive of engineering . . . $ 32,429.31

Estimated per cent overrun or underrun . . . 00 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . . $ 2482.88

Engineering cost to date $ 2304.42, 93 %

Date project was completed July 23, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semifinal submitted to Division Office Friday August 5, 1960.

NOTED

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 8 1960
NOTED-- CE ACE COE

NOTED
C. E. PAULSEN

Signed Loren Webb

Address General Delivery, Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1.4			1.4
Miles partially completed					
Miles completed		1.4			1.4
Total estimated quantities (contract)		390 cy			4270 ton
Total quantities corrected to date		860 cy			4225 ton
Estimated quantities moved or placed to date		"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Showers		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
[illegible] 1960

FOR FILING

23-1092

5671

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1960

SUBJECT: N. Ontario Interchange-S.W.
12th Street
Contract No. 5671

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to your letter of June 3 concerning the desirability of a 2-inch overlay on the Idaho Avenue Ontario Spur.

On the basis of the estimate submitted, approximately $4,000, this overlay is approved for inclusion in the subject project by a Price Agreement with the reservation that the overrun of project authorization shall not exceed 8 per cent.

WCW

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
P. M. Stephenson

NOTED

RECEIVED
ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 3, 1960

SUBJECT: Overlay - Idaho Avenue
Ontario Spur

To:

Mr. Tom Edwards
Construction Engineer
Salem

I discussed briefly, this date, with Mr. Stephenson the possibility of increasing Rogers Contract 5671.

We would like to include a 2" overlay from the Idaho Avenue Interchange to the old Snake River bridge. The distance is approximately 1,330 feet and would involve 420 Tons of overlay, plus 80 Tons of patching for a total of 500 Tons. Shoulder material, water and RS-2 tack coat would bring the total cost to $4,000.

The contractor has indicated a willingness to do this work at his contract prices; and if money can be found and approval is granted we will obtain price agreement to do this additional work.

I would recommend very strongly that this work be done as this short section is quite badly broken up.

A. F. Paxson
Division Engineer

AFP:gb

cc - Mr. F. N. Stephenson

OK if we can find
funds (by Mr. Stephenson)

RECEIVED
JUN - 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1960
FOR FILING
23-1092
5671

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. PRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 23, 1960

Rogers Construction Co.,
11760 NE Glisan St.,
Portland 16
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5671, awarded April 21, 1960, for paving the North Ontario Interchange-SW 12th Street Section of the Old Oregon Trail in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 30 1960
FOR FILING
20-1092
5671

1

April 22, 1960

Rogers Construction Co.
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5671 for paving on the North Ontario Interchange-Idaho Avenue Section of Old Oregon Trail Highway in Malheur County.

This award was based on your bid of $30,786, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

23-3705 Owyhee Lake Rd. Widening 1960
Proj. (Grading)
#5672

RECEIVED
DEC 9 - 1960
FILING

W. C. Williams

W. C. WILLIAMS

December 1, 1960

FINAL COST ANALYSIS
Grading
Contractor: Vernie Jarl
Resident Engineer: C.D. Cannon

Owyhee Lake Road Widening
Contract No. 5672
23-3705

Owyhee Lake Road
Prefix No. 23-3705

Item 5672	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Move in & Move out Costs	1	Lump	4,000.00	3,570.27	3,570.27	4,000.00
Tractor & Dozer, 155 D.H.P.	772.5	Hours	15.00	15.97	12,337.11	11,587.50
Tractor dozer and Ripper	394.5	Hours	20.00	22.93	9,040.87	7,890.00
Tractor and Front End Loader	226.0	Hours	12.00	16.65	3,764.02	2,712.00
Air Compressors	494.0	Hours	6.00	6.30	3,114.63	2,964.00
Jackhammers	1,000.5	Hours	6.00	5.94	5,945.20	6,003.00
PA#1 Tractor & Dozer, 155 D.H.P.	288.0	Hours	15.00	15.97	4,599.47	4,320.00
					$42,371.57	$39,476.50

Gross Revenue	$ 39,476.50
Total Cost	42,371.57
Net Loss	$ 2,895.07

Net Loss equals 7.33% of Gross Revenue

DETAIL OF COST - Contract No. 5672

Labor:		
Labor and Supervision	$ 16,111.13	
Labor Insurance	1,442.46	
Health and Welfare	395.13	
Travel-Transportation	513.10	
Pension	385.00	$ 18,846.82
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	15,859.04	
Equipment Rental, Hired without operator	1,500.00	
Gas, Oil and Grease	2,726.39	
Bond	206.88	
Freight and Postage	856.34	
Small Tools and Miscellaneous Supplies	893.67	
Home Office and General Overhead	1,191.64	
Explosives	290.79	23,524.75
TOTAL COST		$ 42,371.57

Remarks - Contract No. 5672

This was a "State Project" consisting of the intermittent widening over approximately 3.3 miles of highway roadbed on equipment rental basis with dozers, compressors, jackhammers, front end loader, and the performance of such additional and incidental work as called for by the special provisions and plans on the Owyhee Lake Road Widening project of the Owyhee Lake Road in Malheur County.

This project was first opened for bids on May 19, 1960. Rejected as being too high, bids were reopened April 19, 1960, awarded April 21st, and the contractor's portion completed on July 20, 1960.

The contractor started moving in equipment which consisted of one D9 caterpillar tractor with dozer blade and ripper, three D8 caterpillars with dozer blades, and one 977 caterpillar "traxcavator" tractor with 2-1/4-cubic yard front end bucket on Thursday, April 28, 1960.

Work on the project was begun Monday, May 2nd. However, operations didn't get into full swing during this week as the D9 only worked 10-1/2 hours, the 977 traxcavator only 10 hours, and the three D8's combined worked only 65 hours. The following week two air compressors and four jackhammers were brought in and put into operation.

As of June 6, 1960, a "Price Agreement" was written to change Item 5 to a 155 minimum horsepower tractor dozer combination. This change was made because the sandstone and rock formations and materials found were of such nature that the 75 drawbar horsepower machine could not be used efficiently.

The original 3.3 miles of widening was completed July 1, 1960 and $30,069.00 of the contracted equipment time. The contractor started up again on Wednesday, July 6th as $10,000.00 in additional funds were authorized to continue further grading, drilling, etc.

The extended work created a more difficult problem in grading as the material encountered was of a harder and bulkier nature. Approximately 4% of the grading was accomplished in three days and the following week showed only another 4% accomplishment. The balance of the contract was completed by July 20, 1960.

The contractor suffered a loss on this project. However, this loss appears in equipment ownership cost as a D9 dozer of over 200 h.p. was used for item 3, which called for a minimum of 155 h.p. This horsepower requirement could have been met with a D8 direct drive tractor, with an ownership rate of $8.22 as compared with a rate of $11.96 for a D9. The difference amounted to $2,889.15. The other tractor items were also low on bid.

M.N. Juve
Chief Cost Analyst

By G.K. Hanson

RECEIVED
SEP 28 1960
FOR FILING

[illegible]

5672

September 27, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5672 for the Owyhee Lake Road widening project on the Owyhee Lake Road in Malheur County was completed by the contractor, Vernie Jarl, on July 20, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $1,184.30 will be released to the contractor on or after October 7, 1960. The total contract amount is $39,476.50, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

RECEIVED
AUG 16 1960
FOR FILING

23-3705

August 16, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Vernie Jarl a portion of the funds heretofore retained by the Commission on contract #5672 for the Owyhee Lake Road widening project on the Owyhee Lake Road in Malheur County.

This payment, in the amount of $8,149.70, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,184.30. The present payment will be released on or after August 26, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

H

Form E-1—(Rev.)—

23-3705

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12, 1960

Section Owyhee Lake Road Widening Project

Kind of work Grading

Highway Owyhee Lake Road County Malheur

Section prefix 23-3705

Contractor State Forces

Contract number 5672 (Contract portion finished)

Date of contract April 21, 1960, 19

Specified work days

Date work started Aug. 8 (State portion), 1960

Work days used /

Project authorization $63,415

Exclusive of engineering $59,617

Per cent of time elapsed / %

Estimated cost of completed project, exclusive of engineering $59,617

Estimated per cent overrun or underrun 0 %

Per cent of ~~contract~~ project completed, based on estimated cost 90 %

Engineering authorization $3798.40

Engineering cost to date $2222, 60 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES Guard Rail	BASE	~~OIL AND/OR PAVE.~~ Dust Palliative	MAT'L PROD.
None	None	100	0	None	100	None

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

State Forces shot Dust Oil this week, finishing Thursday.

Hauling in and installing of guard rail remains to be done.

} State Force work. (Contractor has finished)

NOTED

CONSTRUCTION DIVISION
RECEIVED
AUG 15 1960
NOTED-- CE ACE ACE COE

NOTED

Signed , Resident Engr.

NOTED
C. E. PAULSEN

Address Box 908, La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

(State Forces)

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND ~~BITUMINOUS MACADAM~~	PAVING
Miles in project			XXX	5.2	
Miles partially completed				0	
Miles completed				5.2	
Total estimated quantities (contract)				10 tons	
Total quantities corrected to date				10.4 tons	
Estimated quantities moved or placed to date				10.4 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				4	

Men 3

Supervision 1

~~Men~~ and trucks under 3 tons 1

~~Men~~ and trucks over 3 tons X 1

Men and tractors

1 Distributor

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

Form E-1—(Rev.)—

23-3705

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July-29, 1960

Section ONTARIO

Kind of work Widen, Surface, + Grade

Highway Owyhee LAKE County Malhuer

Section prefix 23-3705-900- 23-3705-423

Contractor

Contract number 5672

Date of contract April-22, 1960

Specified work days 55

Date work started MAY-2, 1960

Work days used 55

Project authorization $ 60,000.00

Exclusive of engineering $ 3,790.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 60,000.00

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $ 3,790.00

Engineering cost to date $ 2,451.94, %

Date project was completed Contrator Finished July-20, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100		100		

NOTED EJB

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Monday- Surfaced + Bladed between Gate house + Dam.

Tuesday- Surfaced + Bladed from M.P. 14 to .16 Also between Gate house + the dam + some below the dam.

Wednesday Surfaced + bladed from M.P. 1.75 to M.P. 2. Also between Cherry Crk + Resort.

Thursday- Picked up tools + moved equipment from Owyhee dam into Ontario Serviced Equip.

Friday. Transferred equipment into shops at La Grand. Was unable to dust oil. Because the tank we were to use was being used by forest service Dust oil at a later date.

Signed Walter L. Hall

Address Redmond, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

NOTED

My final Report

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Will begin oily palliative treatment this week - Forest Service took the distributor from us to fight fire.

A

RECEIVED
JUL [illegible] 1960
FOR FILING

23-3205

5672

Salem, Oregon
July 19, 1960

Increase in Authorization
Owyhee Lake Road Widening
Malheur County
Contract No. 5672

L. A. Weber
Resident Highway Engineer
P. O. Box 3
Ontario, Oregon

This is to advise you that at its meeting July 7-8, 1960, the State Highway Commission authorized additional expenditure of $10,000 to be used in widening, extending the road and placing dust palliative on the subject project.

The new authorization for construction is $63,415. This amount should be used in all future reports.

R. L. Porter
Office Engineer

DBP:sw

cc: A. F. Parson

RECEIVED
[illegible] 1960
FOR FILING

[illegible]

[illegible]

A

July 6, 1960

Oregon State Highway Commission

Gentlemen:

On June 30, an inspection was made by Commissioner K. N. Fridley, Deputy State Highway Engineer Forrest Cooper, Construction Engineer Tom Edwards, and Division Engineer A. F. Parson of the new road being built to the state park area adjacent to the Owyhee Reservoir in Malheur County. The Highway Commission has approved an expenditure of $90,000 for this project. It is reported that the work is progressing very well and that a usable road is being constructed.

As a result of the investigation, it was determined that by an expenditure of an additional $10,000 a much better facility could be provided. The additional money would be used for widening several narrow points, extending the road slightly, and placing a dust palliative on the finished roadway after native surfacing materials had been placed.

It was Mr. Fridley's instructions that we proceed with the work and place the matter of additional funds on the agenda for consideration of the Commission at its meeting July 7 and 8. It is recommended that additional funds be approved.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn ms

cc: Mr. C. H. Maison

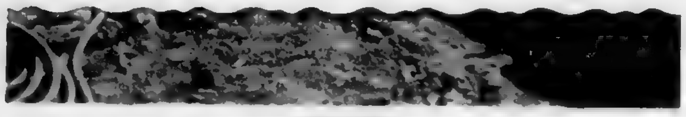
RECEIVED
1960
FOR FILING

2-3705

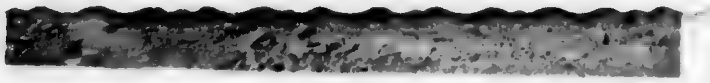
16 12

JUNE 1960

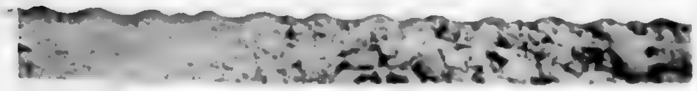
vyhee Lake Road Widening
Contract

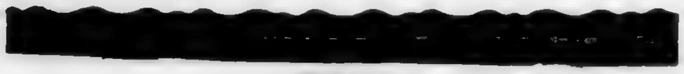

JUNE 1960

JUNE 1960


JUNE 1960

JUNE 1960


JUNE 1960


JUNE 1960

JUNE 1960

W.

USE THIS ENVELOPE TO ORDER
Enclosed are ______ negatives for
( ) PRINTS from each negative
( ) ___x___inch ENLARGEMENTS each
Name______
Address______
CAUTION: Handle negatives by edges only they scratch and finger mark easily

share the fun with others
GET EXTRA PRINTS AND ENLARGEMENTS

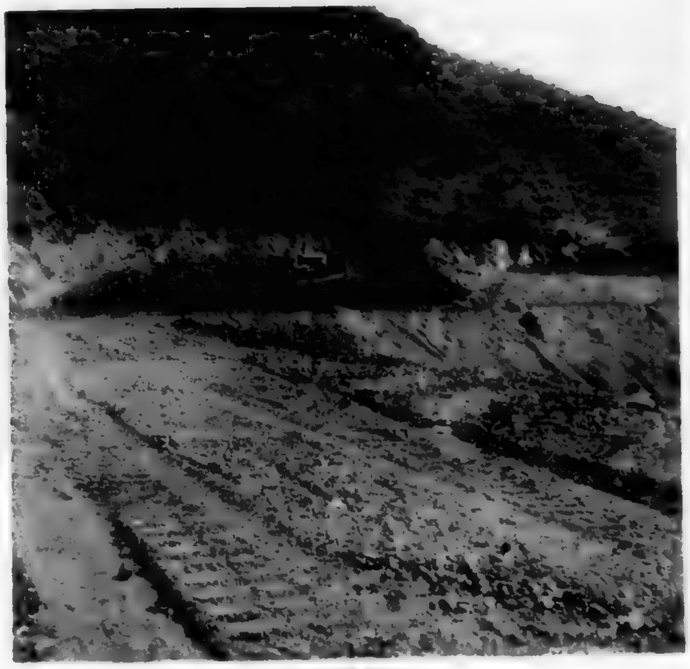
RECEIVED

Owyhee Lake Road Widening
Con no. 5672

JUNE 1960

JUNE 1960

JUNE 1960



JUNE 1960

JUNE 1960

CAUTION: Handle negatives by edges only; they scratch and finger mark easily!

RECEIVED
[illegible] - 1960
FOR FILING

[illegible]

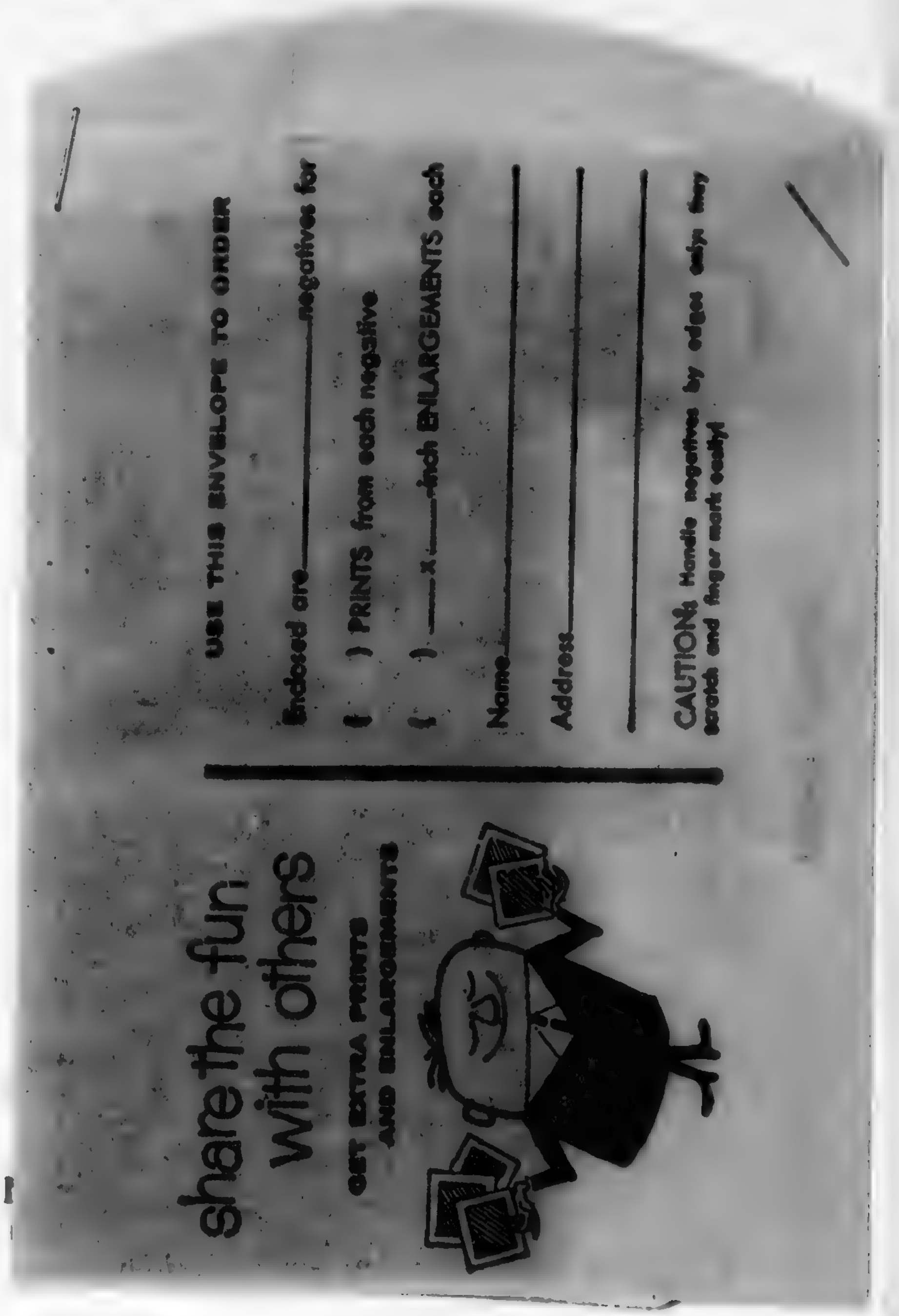
5672

JUNE 1960

Owyhee Lake Road Widening

Contract 5672

JUNE 1960



USE THIS ENVELOPE TO ORDER

Enclosed are ______ negatives for

( ) PRINTS from each negative

( ) ___ x ___ inch ENLARGEMENTS each

Name ______

Address ______

______

CAUTION: Handle negatives by edges only; they scratch and finger mark easily!

share the fun with others

GET EXTRA PRINTS AND ENLARGEMENTS

A

FORM E-128

RECEIVED
JUN -7 1960
FOR FILING

23-3705

5672

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Mr. Vernie Jarl
P. O. Box 507
Gresham
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5672, awarded April 21, 1960, for grading the Owyhee Lake Road Widening Project on the Owyhee Lake Road in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 25 1960
FOR FILING

23 3705

5672

April 22, 1960

Mr. Vernie Jarl

Gresham, Oregon

Dear Mr. Jarl:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5672 for grading on the Owyhee Lake Road in Malheur County.

This award was based on your bid of $34,480, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
MAR 2 1960
FOR FILING
22-5725
5672

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29, 1960

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. L. H. Young
Assistant Construction Engineer
Office

We plan to spend $50,000 on the road from Owyhee Dam to Owyhee Lake State Park. I understand there are two park areas - one located approximately 2.4 miles along the easterly side of the lake from the dam and one approximately 1½ miles farther. Contracts shall be written and placed on the March 29th schedule, based on the following:

1. $35,000 will be spent equipment rental.

2. Equipment shall consist of three D-8 cats, one D-6 cat, two 220-cubic foot compressors, four jack hammers, and one front end scoop loader (preferably the crawler type, with a minimum 2½-yard bucket).

3. The contractor will be required to bid on:

(a) Move in and move out. Fifty per cent to be paid when moved in and fifty per cent to be paid when the job is complete, at which time the contractor may move his equipment out or leave it set.

(b) Bid items - Three D-8 cats, fully operated.

(c) D-6 cat, fully operated.

(d) 220-foot compressors (2) fully operated. + Air hose,

(e) Four jack hammers fully operated.

(f) One Traxcavator.

4. The term "fully operated" shall mean that the contractor shall furnish gas, oil, grease, repairs, service vehicles, operators, and a superintendent and shall pay or furnish transportation for his men, power, grease, etc.

WCW

5. Jack hammers shall be fully operated, including sufficient steel to drill holes up to 10 feet in depth. This should include a suitable number of 2, 4, 6, 8, and 10-foot pieces of drill steel.

6. The total of the contract bid items shall approximate $35,000.

The balance of the work ($15,000) shall be State Force work and shall include the following:

1. The State will furnish the job superintendent. Parson intends to assign Fred Hussey.

2. The State will furnish two laborers.

3. The State will buy and install any needed pipes.

4. Will buy powder and furnish a powder man, or two if necessary.

5. Will furnish jack bits and, if necessary, furnish trucks and motor graders.

6. The work is to start immediately. It shall be conducted on the site from 8:00 A.M. to 5:00 P.M. daily, 5 days per week.

7. The road shall be left in good, passable condition from 5:00 P.M. to 8:00 A.M. each day and shall be left passable, in good shape, over Saturdays and Sundays and holidays.

It is anticipated that for the move setup approximately 10 weeks of operations can be secured. As stated previously, bids shall be called on this work March 29th.

Tom Edwards
Construction Engineer

TE:jw

RECEIVED
MAR - 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29, 1960

SUBJECT: Estimated Bid Prices
For Equipment Rental
OWYHEE DAM PROJECT

To: Tom Edwards
Construction
Salem

Herewith are estimated bid rates for equipment to be used at the Owyhee Dam area as requested:

3	D8	Tractors with dozers	at	$ 16.00	$ 48.00
1	D6	Tractor with dozer	at	14.00	14.00
2	210	Compressors	at	6.00	12.00
4		Jackhammers with steel	at	4.25	17.00
1	2½	Cu.Yd. Traxcavator	at	14.50	14.50
			Total per hour		$105.50

The estimated bid for move in and move out of the above equipment is $1,300.00.

The above prices are based on 400 hours operating time, 8 hours per day, 40 hours per week, and including travel time for operators.

It is understood the State will furnish all materials including explosives and drill bits, supervision and common labor.

MAURICE E. JUVE
Chief Cost Analyst

By: CE Paulsen
C. E. Paulsen
Cost Estimator

CONSTRUCTION DIVISION
RECEIVED
FEB 29 1960
NOTED-- ☑ ☐ ☐ ☐ ☐

Tom

RECEIVED
FEB 16 1960

FOR FILING

23-3715

5672

February 15, 1960

Mr. Lloyd Russell
Moore Hotel
Ontario, Oregon

Dear Mr. Russell:

This is to confirm our telephone conversation of this morning concerning improvement by the Highway Commission of the road extending southerly from Owyhee Dam.

The Highway Commission at its meeting January 28-29 authorized the expenditure of $50,000 for improvement of the road from Owyhee Dam southerly as far as the money will go.

It is planned to perform this work as early in 1960 as necessary arrangements can be made.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

cc: Mr. Armstrong

I-80N-1(11) 16th & Hollady to Multnomah Falls Sec., Columbia River Hwy. (Illumin.) 1960
14
#5673

9

RECEIVED
JUN 14 1961

FOR FILING

I-5N-1(11)14

5673

June 13, 1961

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5673 for roadway illumination and delineation on the 16th & Holladay-Multnomah Falls Section of the Columbia River Highway in Multnomah County was completed by the contractor, Owen, McIntyre Electrical Co., on April 21, 1961, and was formally accepted by the Highway Commission on May 26, 1961.

Final payment in the amount of $2,299.16 will be released to the contractor on or after June 23, 1961. The total contract amount is $30,846.02, of which amount $327.90 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Owen, McIntyre Electrical Co.,
9000 North Sever Road
Portland 3
Oregon

RECEIVED
FORM E-128-X 75M
MAY 4 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80N-1(11)14
5673

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 3, 1961

Mr. C. G. Falk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Owen, McIntyre Electrical Company completed work on the 16th and Holladay St.-Multnomah Falls Illumination and Delineation Project on the Columbia River Highway in Multnomah County, Contract #5673, FAP No's. I-80N-1(11)14, I-80N-2(7)15 and I-80N-1(5)1, on April 21, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

mk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED ON CARD
Ec

NOTED
FLOYD QUERY

A

RECEIVED
JUN -7 1960
FOR FILING
SON-1(11)14
5673

FORM E-133

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Owen, McIntyre Electrical Company
9000 North Sever Road
Portland 3
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5673, awarded April 21, 1960, for roadway illumination and delineation of the 16th and Holladay-Multnomah Falls Section of the Columbia River Highway in Multnomah County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
R 25 1960
FOR FILING

I-80N-1(1)14
I-80N-2(7)15
I-80N-1(6)1

5673

April 22, 1960

Owen & McIntyre Electric Co.
9000 N. Sever Road
Portland 3, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5673 for illumination and delineation on the 16th and Holladay to Multnomah Falls Section of the Columbia River Highway in Multnomah County.

This award was based on your bid of $30,568.72, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

FOR FILING

[illegible]

5673 When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5673 for Oregon Project I-80N-1(5)1, 16th Avenue and Holladay St. Connections (Illumination), Columbia River Highway in Portland, to Owen & McIntyre Electric Co. of Portland, Oregon, low bidder in the total amount of $30,568.72 for this project, Project I-80N-1(11)14 and Project I-80N-2(7)15, at the April 19, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Foster

RECEIVED
1960
FOR FILING
I 80N 1(1)14
5673

When replying, refer to
08-35.4

408 State Highway Building
Salem, Oregon

April 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-2(7)15, Sundial-Multnomah Falls Section of the Columbia River Highway, Roadway Illumination and Delineation.

This is to authorize your advertising for bids.

Baxter

Very truly yours,

C. G. Polk
Division Engineer

[illegible]

RECEIVED
FOR FILING
I 80N-1(11)14

5673 When replying, refer to:
08-35.2

408 State Highway Bldg.
Salem, Oregon

February 17, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-1(11)14
and I-80N-2(7)15 - Illumination

Dear Sir:

The sketch plans for the illumination of the eastbound off-ramp of the Sundial-Troutdale Interchange, and the ramps to the Multnomah Falls parking area have been reviewed by our San Francisco Regional Office. They have suggested several changes for the Sundial-Troutdale off-ramp.

We offer the following comments for your consideration. These changes suggest that the double luminaire at the gore point be eliminated and the spacing of the other luminaires be adjusted to provide 0.4 to 0.6 average foot-candles with a 1.2 foot-candle at the gore point.

Very truly yours,

C. G. Polk
Division Engineer

By:
D. M. Emrich
Acting Division Engineer

Orig
Crandall

RECEIVED
NOV 23 1959
FOR FILING

I-80N-1(11)14

5673

November 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

I am transmitting for your approval and review plans showing proposed illumination on the Banfield Freeway (Columbia River Highway, I-80N) at the 16th Avenue and Holladay Street connections. It is proposed to illuminate these connections at an estimated cost of $5,000.

You will recall that this location is in an urban area and that these two connections in question are the only interchange locations on the Banfield Freeway within the city of Portland which have not been illuminated. We have received a number of requests from public users and private individuals for illumination at these points.

Your early review of these plans would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. R. L. Porter
Mr. F. B. Crandall

VPJ:pk fn

RECEIVED
NOV 23 1959
FOR FILING

I-80N-1(11)14

5673

750

November 23, 1959

Mr. Fred Fowler
Highway Engineering Co-ordinator
City of Portland
420 S. W. Main Street
Portland 4, Oregon

Dear Mr. Fowler:

The State Highway Commission at its last meeting approved the installation of luminaire units at the 16th Avenue and Holladay Street connections to the Banfield Freeway in the city of Portland. Subject to the approval of the Bureau of Public Roads, we plan to let a contract for this installation in the near future.

It is desired to add the maintenance and power consumption costs for the luminaire units to be installed at these locations to the current agreement which covers all luminaire units on the Banfield Freeway. It would be appreciated if you would conduct the necessary negotiations with the city officials looking to such an inclusion.

I am enclosing one copy of our plan for this installation for your use.

Very truly yours,

W. C. Williams
State Highway Engineer

By

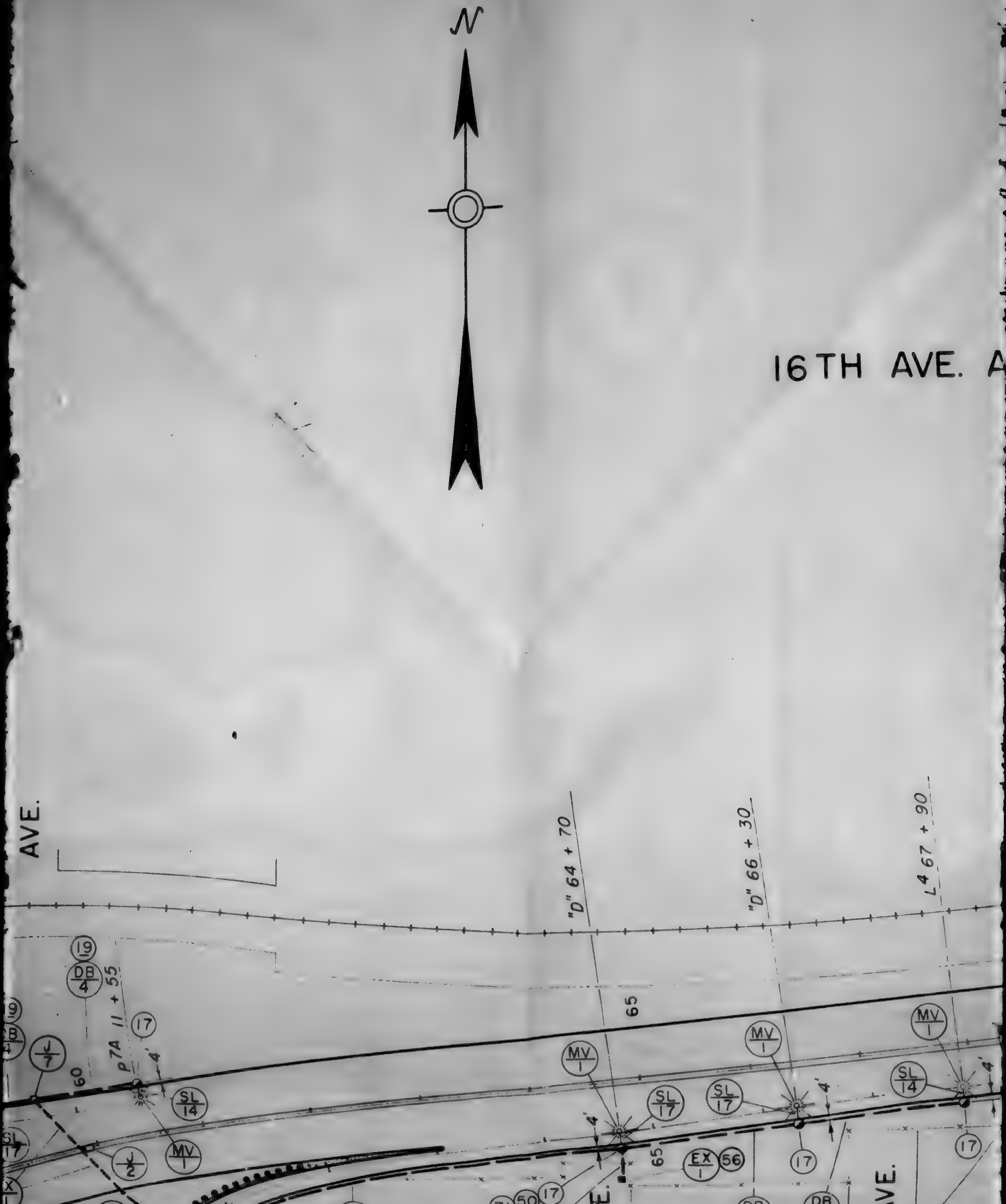
G. S. Paxson
Assistant State Highway Engineer

Enclosure

cc to: Mr. W. C. Williams
Mr. F. B. Crandall
Mr. A. E. Johnson
Mr. Lloyd Shaw

VPJ:pk ae

AVE.
AVE.
HOLLADAY ST.
P7A 8 + 31
P7A 9 + 80
4 55 + 44
7
10
4'
19
DB/4
EX/11
19
DB/4
17
19
DB/4
J/7
MV/1
SL/17
19
DB/4
19
DB/4
17
17
MV/1
SL
19
DB/8
EX/11


N
16TH AVE. A
AVE.
"D" 64 + 70
"D" 66 + 30
L4 67 + 90
P7A 11 + 55
19
DB/4
19
DB/4
J/7
60
17
4'
SL/14
SL/17
J/2
MV/1
65
MV/1
SL/17
SL/17
MV/1
4'
MV/1
SL/14
4'
65
EX/1
56
17
17
71
50
17
VE.
DB/8
19
DB/8
DB/4
DB/4
AVE.

VE. AND HOLLADAY STREET CONNECTIONS

N.E. 21 ST AVE.
L 4 67 + 90
70
30 EXPRESSWAY
MV/1
L/1
4'
17
AVE.

LE

EX/1	Existing pow
EX/11	Existing 1 1/
17	Install 30ft.
50	Install photo
56	Install 5"x12
71	Install 6"x20
4	Install 1 inc
19	Install 1 No.
J/2	Install 8"x6
J/7	Install 13"x
DB/4	Install 2 wi
DB/8	Install 2 wi
MV	

ILLUMINATION INSTALLATION UNION AVE. – 42ND AVE. SECTION US 30 – HWY. No. 2 – M.P. 1.77 MULTNOMAH COUNTY				SHEET NO.
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			*See Index*

SCALE 0 50 100 200 400 FEET

L E G E N D

ting power pole (Power Source)

ting 1 1/2 inch underground conduit

ll 30ft. steel street light pole

ll photo-electric relay

ll 5"x 12"x 15" galv. steel cabinet with 50 ampere fusible switch

ll 6"x 20"x 20" control cabint, 40 ampere service circuit and 50 ampere contactor

ll 1 inch galv. rigid conduit

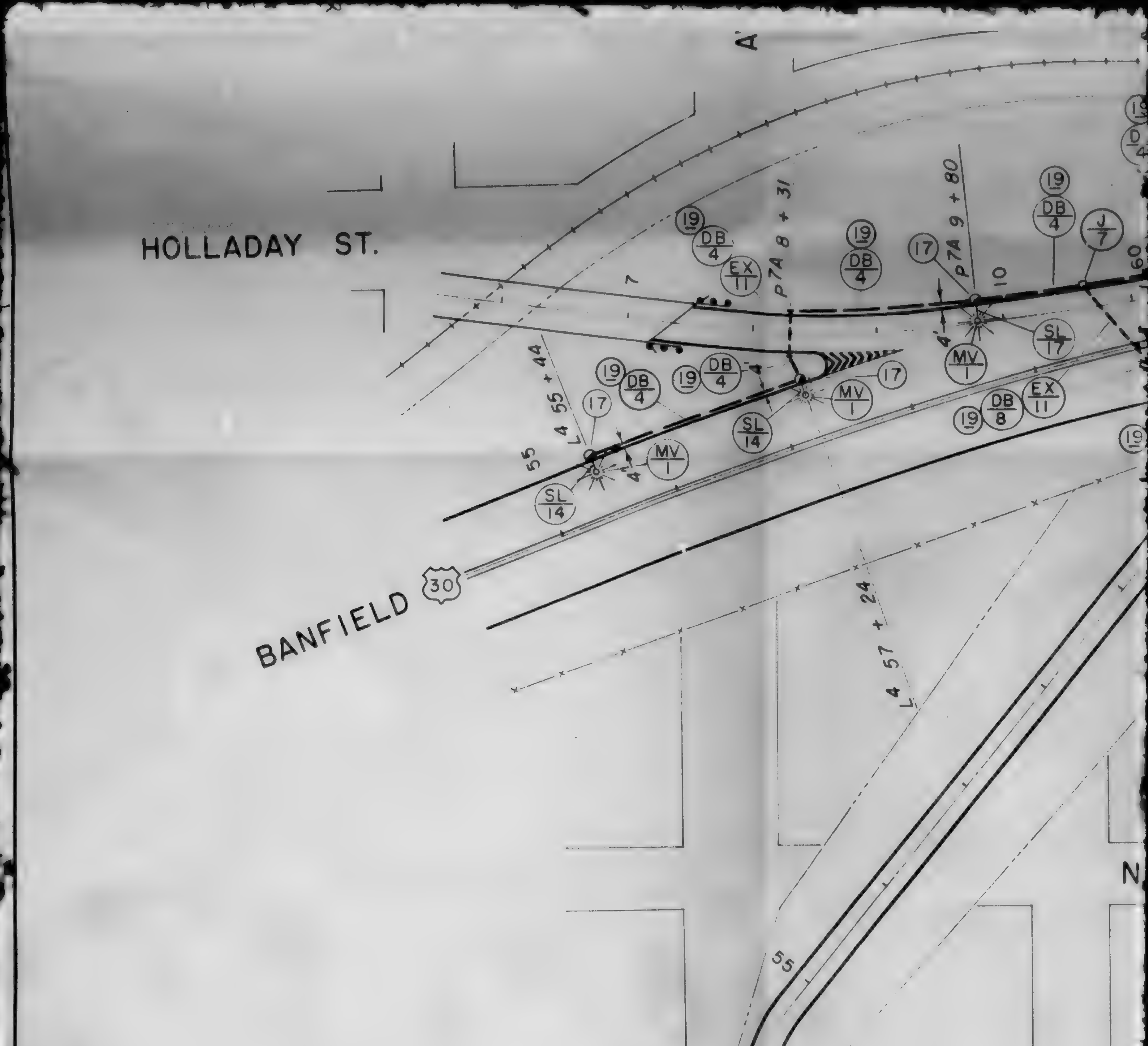
ll 1 No. 8 bare copper wire

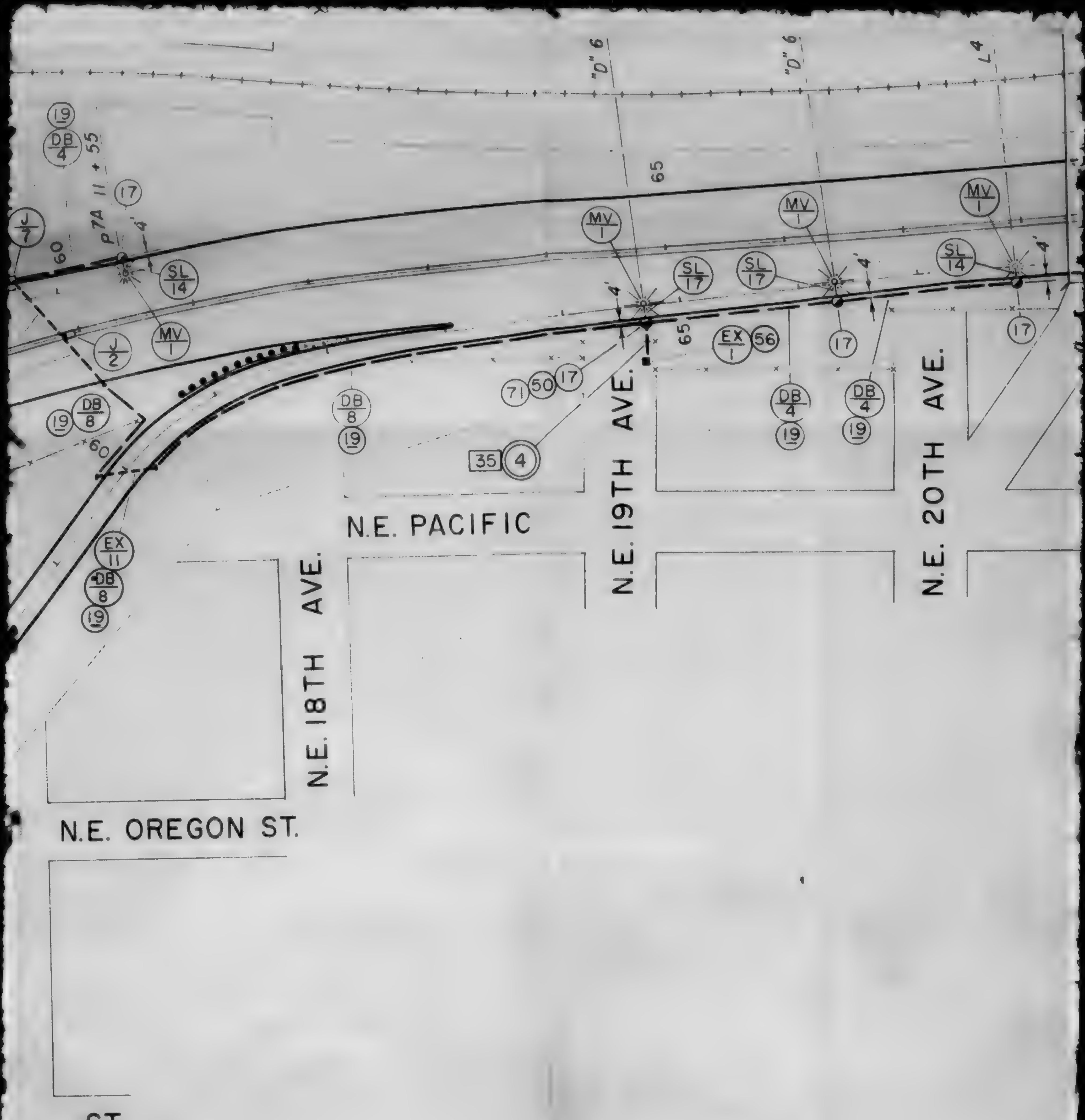
ll 8"x 6"x 4" galv. cast iron junction box with cover and gasket

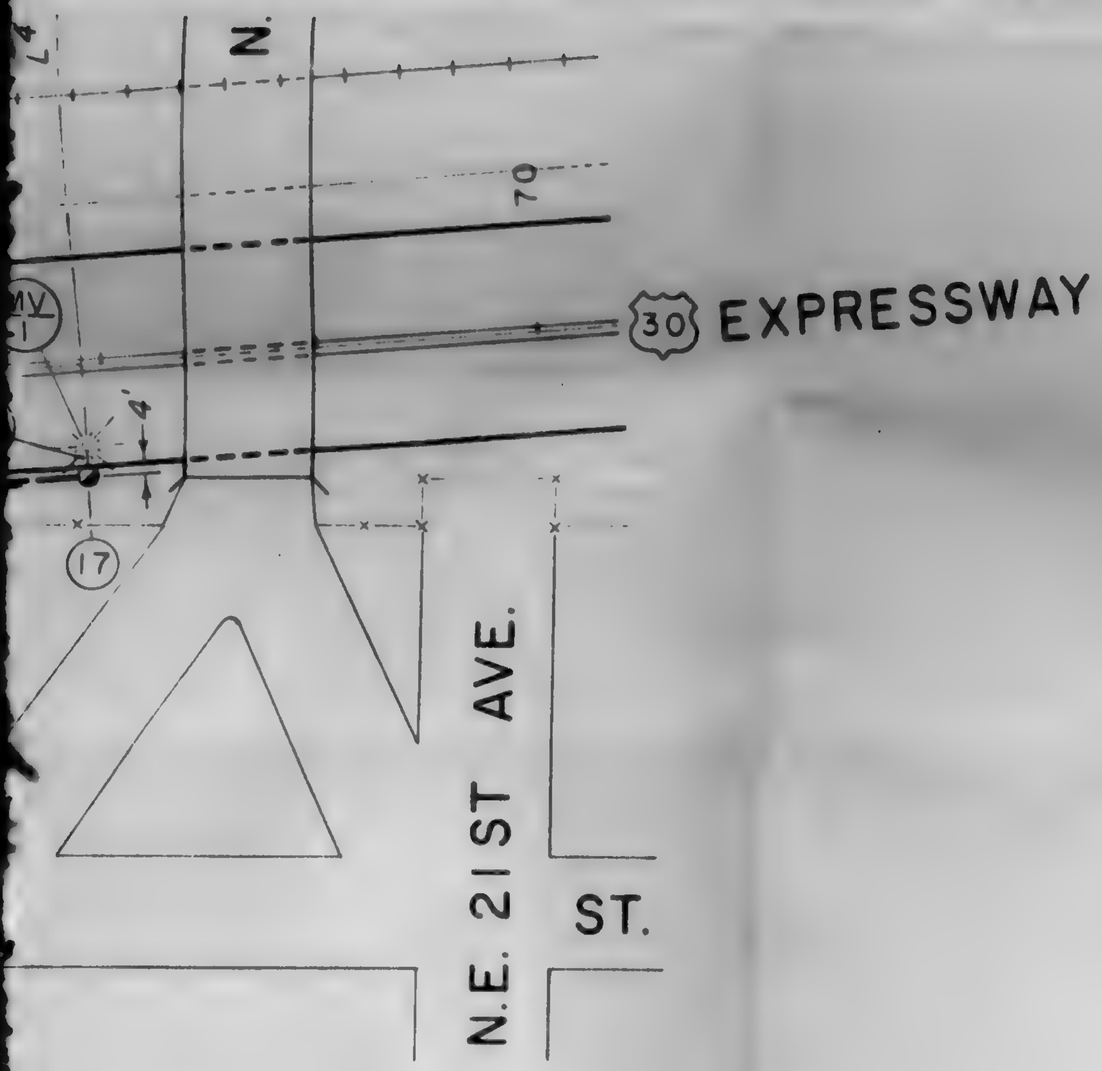
ll 13"x 19"x 12" deep concrete pull box with bolt down cast iron cover

ll 2 wire No. 8 direct – burial cable

ll 2 wire No. 4 direct – burial cable


HOLLADAY ST.
BANFIELD
30
N.E. IRVING
N.E. 16TH
N.E. 17TH
L 4 55 + 44
P7A 8 + 31
P7A 9 + 80
L 4 57 + 24
55
55
7
10
60
4'
4'
4'
19
DB/4
EX/11
17
MV/1
SL/14
SL/17
J/7
DB/8
N


"D" 6
"D" 6
L4
65
19
DB/4
P7A 11 + 55
17
J/7
60
4'
SL/14
MV/1
J/2
19
DB/8
60
MV/1
4'
SL/17
65
SL/17
MV/1
4'
SL/14
MV/1
4'
EX/1
56
17
17
71
50
17
DB/8
19
35
4
DB/4
19
DB/4
19
EX/11
DB/8
19
N.E. PACIFIC
N.E. 18TH AVE.
N.E. 19TH AVE.
N.E. 20TH AVE.
N.E. OREGON ST.
ST.
N.E. 17TH


N.
L4
70
30 EXPRESSWAY
MV/1
4'
17
N.E. 21ST AVE.
ST.

(56)	Install 5"x12
(71)	Install 6"x20
④	Install 1 inc
⑲	Install 1 No. 8
$\frac{J}{2}$	Install 8"x6"
$\frac{J}{7}$	Install 13"x1
$\frac{DB}{4}$	Install 2 wire
$\frac{DB}{8}$	Install 2 wire
$\frac{MV}{1}$	Install mercur
$\frac{SL}{14}$	Install 14 ft.
$\frac{SL}{17}$	Install 17 ft.
35	Install 3 No.8

5"x12"x15" galv. steel cabinet with 50 ampere fusible switch

6"x20"x20" control cabint, 40 ampere service circuit and 50 ampere contactor

1 inch galv. rigid conduit

1 No. 8 bare copper wire

8"x6"x4" galv. cast iron junction box with cover and gasket

13"x19"x12" deep concrete pull box with bolt down cast iron cover

2 wire No. 8 direct - burial cable

2 wire No. 4 direct - burial cable

mercury - vapor luminaire unit, type II

14 ft. upsweep street light bracket

17 ft. upsweep street light bracket

3 No.8 type T/W wire

APPROVED

TRAFFIC ENGINEER

P

RECEIVED
NOV 4 1959
FOR FILING
I-80N-1(11)14
5673

November 2, 1959

Mr. Fred T. Fowler
Highway Co-ordinator
Room 414, City Hall
Portland 4, Oregon

Dear Mr. Fowler:

We are in the preliminary planning stages with respect to illumination on the projected Interstate System in the Portland area. A decision not yet completely resolved is whether or not to illuminate only the interchanges or go to a complete 100 per cent lineal illumination. The cost factor will be a deciding one in making a final decision - cost with respect to capital outlay as well as maintenance and power consumption costs. Over and above the cost aspects, it is felt that complete lineal illumination would be most desirable and appropriate.

The purpose of this letter is to inquire if the City would co-operate in a cost-sharing arrangement wherein the State would care for capital costs and the City care for power consumption charges.

The question immediately raised is how much will this power consumption cost amount to. We do not have at this writing any figures in this regard with respect to the total projected mileage of Interstate within the city of Portland. We have, however, made a preliminary estimate for a specific section which can be used as an indicator. On the Harbor Drive-Portland City Limits Section (exclusive of the Marquam Bridge connection) the estimated capital cost is $171,000. The estimated annual power consumption is 410,000 kwh.

We will appreciate hearing as to the attitude of the City with respect to this co-operative arrangement for installation and maintenance of illumination on urban portions of the projected Interstate System.

Very truly yours,

W. C. Williams
State Highway Engineer

FBC:kf ae

cc to: Mr. Forrest Cooper, Mr. G. S. Paxson, Mr. F. B. Crandall

RECEIVED
NOV -5 1959
FOR FILING

I-80N-1(11)14

5673

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1959

SUBJECT: Request for Illumination
Holladay Street Off Ramp
Banfield Freeway
GSP 750

To:
G. S. Paxson
Ass't. State Highway Engineer
OFFICE

750

I am returning correspondence on the above numbered assignment. Also attached is one copy of a plan showing proposed illumination for the Holladay Street off ramp. This illumination, plus the installation of three mercury-vapor luminaire units on the on ramp is estimated to cost $5,000.

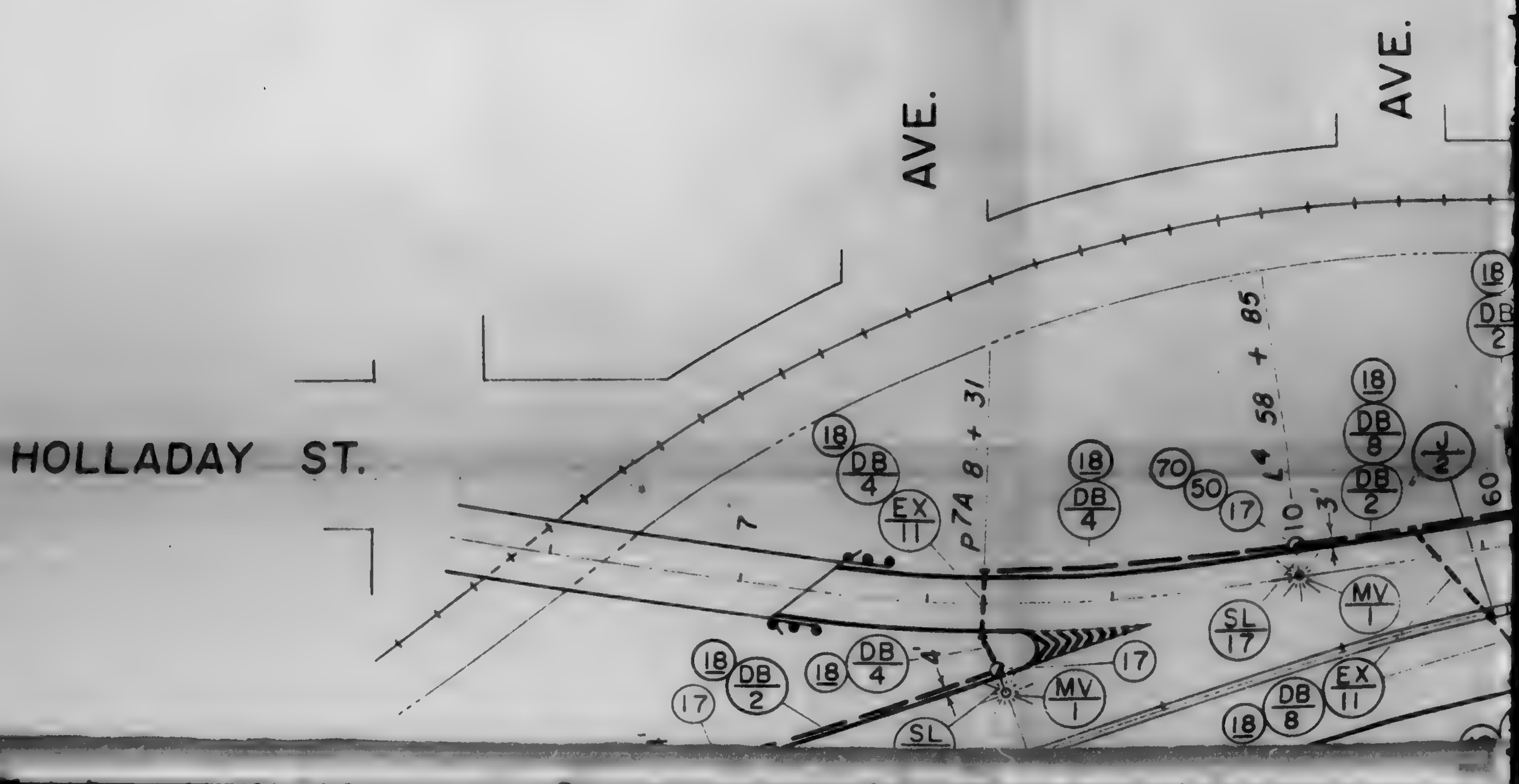
It might be stated that this particular interchange is the only interchange on the Banfield Freeway between Troutdale and Grand Avenue that has not been illuminated. It is the feeling of this office that this interchange should be illuminated.

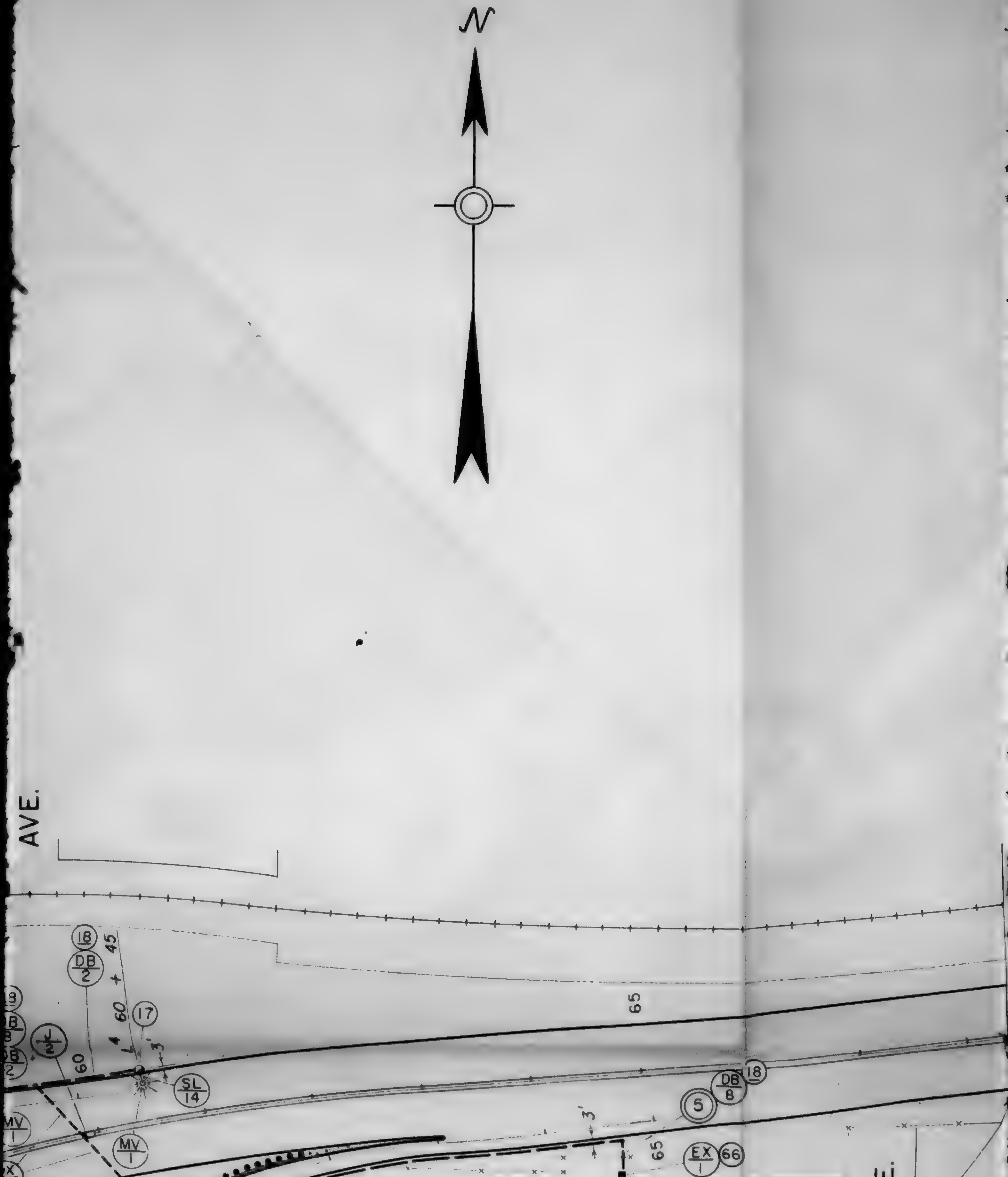
F B Crandall
F. B. Crandall
Traffic Engineer

VPJ:pk
Attachment

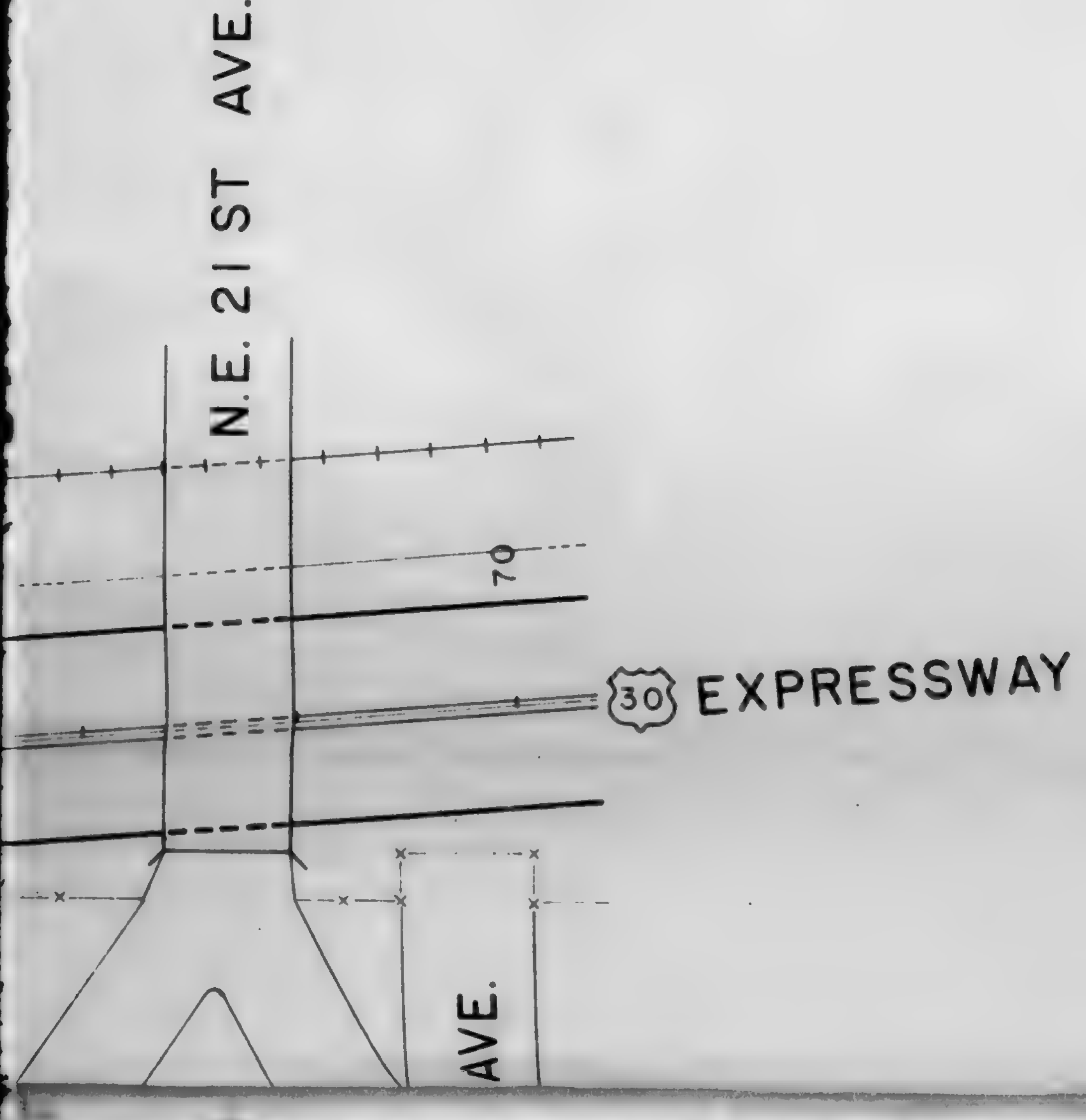
RECEIVED
NOV - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED


AVE.
AVE.
HOLLADAY ST.
P7A 8 + 31
L4 58 + 85
18
DB/4
EX/11
18
DB/4
70
50
17
10
3'
18
DB/8
DB/2
J/2
60
18
DB/2
7
MV/1
SL/17
17
18
DB/2
18
DB/4
4
MV/1
SL
18
DB/8
EX/11
17


N
AVE.
18
DB/2
45
+
60
4
17
3'
J/2
60
DB/8
DB/2
SL/14
MV/1
MV/1
65
DB/8
18
5
3'
65
EX/1
66
DB
VE.
AVE.

HOLLADAY STREET CONNECTION


N.E. 21 ST AVE.
70
30
EXPRESSWAY
AVE.

LE

$\frac{EX}{1}$	Existing powe
$\frac{EX}{11}$	Existing 1 1/2
17	Install 30ft.
50	Install photo–
66	Install 5"x12"
70	Install 6"x20"
5	Install 11/4 inc
18	Install 1 No. 10
$\frac{J}{2}$	Install 8"x6"x
$\frac{DB}{2}$	Install 2 wire
$\frac{DB}{4}$	Install 2 wire
$\frac{DB}{8}$	Install 2 wire

ILLUMINATION INSTALLATION
UNION AVE. – 42ND AVE. SECTION
US 30 – HWY. No. 2 – M.P. 1.77
MULTNOMAH COUNTY

SHEET NO.
1 of 1

STATE FORCE WORK

OREGON

March
1959

SCALE 0 50 100 200 400 FEET

LEGEND

ting power pole (Power Source)

ting 1 1/2 inch underground conduit

all 30 ft. steel street light pole

all photo-electric relay

all 5"x12"x15" galv. steel cabinet with 30 ampere fusible switch

all 6"x20"x20" control cabint, 30 ampere service circuit and 25 ampere contactor

all 1 1/4 inch galv. rigid conduit

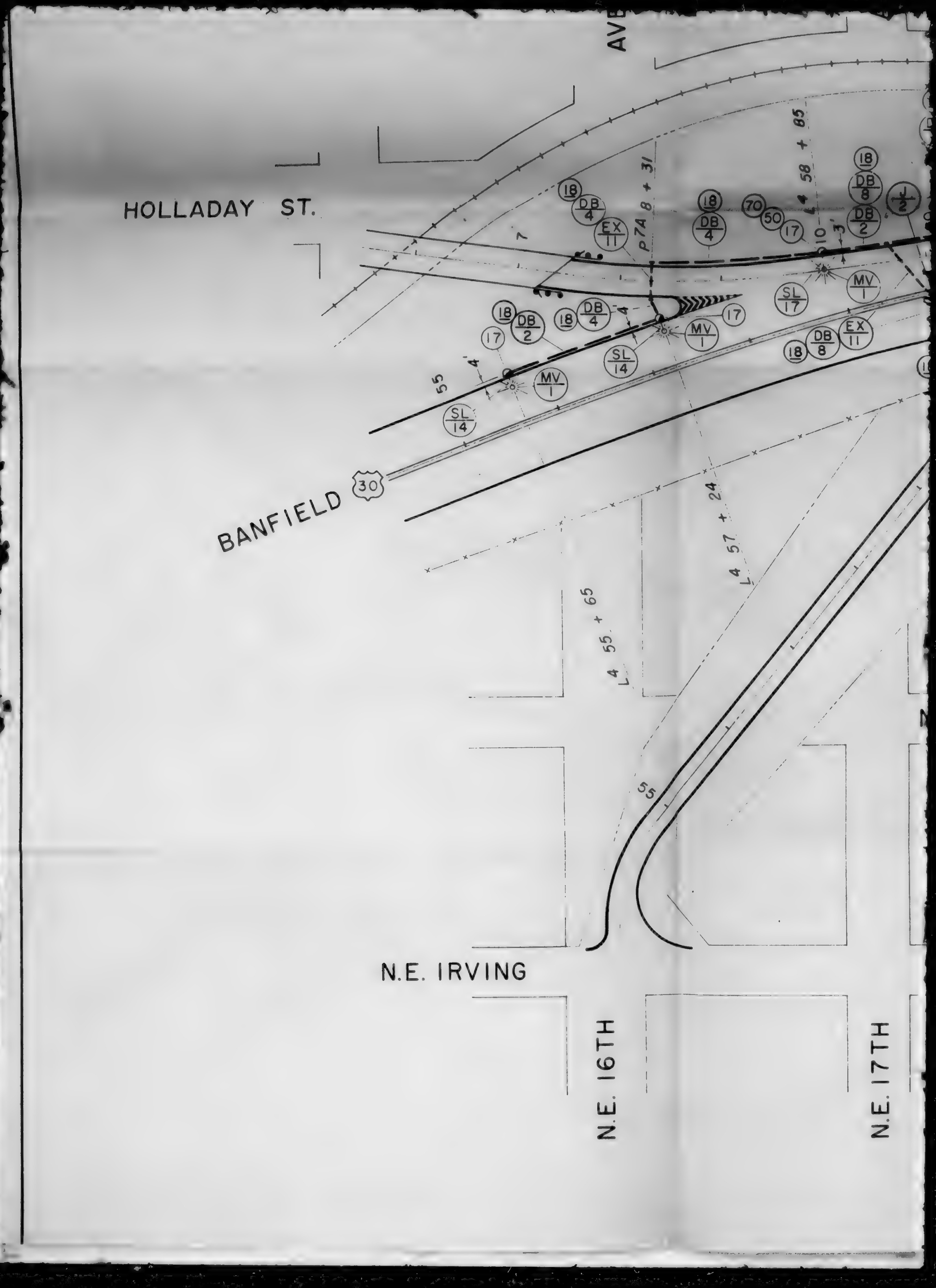
all 1 No. 10 bare copper wire

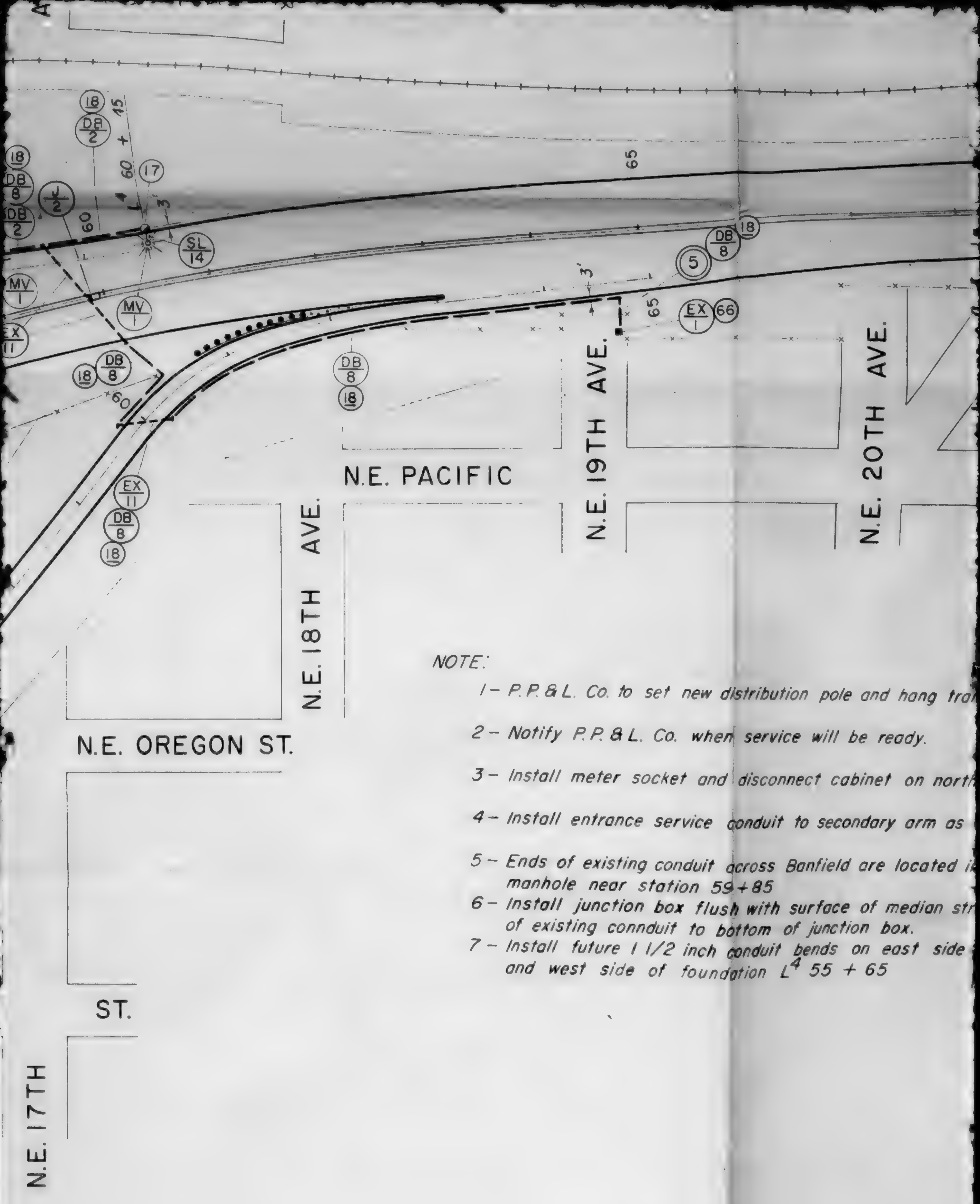
all 8"x6"x4" galv. cast iron junction box with cover and gasket

all 2 wire No. 10 direct – burial cable

all 2 wire No. 8 direct – burial cable

all 2 wire No. 4 direct – burial cable


AVE
HOLLADAY ST.
BANFIELD
30
N.E. IRVING
N.E. 16TH
N.E. 17TH
PT 8 + 31
L 4 58 + 85
L 4 57 + 24
L 4 55 + 65
55
55
4'
4'
3'
7
10
18
DB/4
EX/11
18
DB/4
70
50
17
18
DB/8
DB/2
J/2
MV/1
SL/17
17
18
DB/4
18
DB/2
17
MV/1
SL/14
MV/1
SL/14
18
DB/8
EX/11


N.E. PACIFIC
N.E. 18TH AVE.
N.E. 19TH AVE.
N.E. 20TH AVE.
N.E. OREGON ST.
ST.
N.E. 17TH
18
DB 2
15
60
17
DB 8
J 2
3'
SL 14
MV 1
EX 11
65
5
18
3'
EX 1
66
DB 8
18

NOTE:

1 – P.P. & L. Co. to set new distribution pole and hang tra

2 – Notify P.P. & L. Co. when service will be ready.

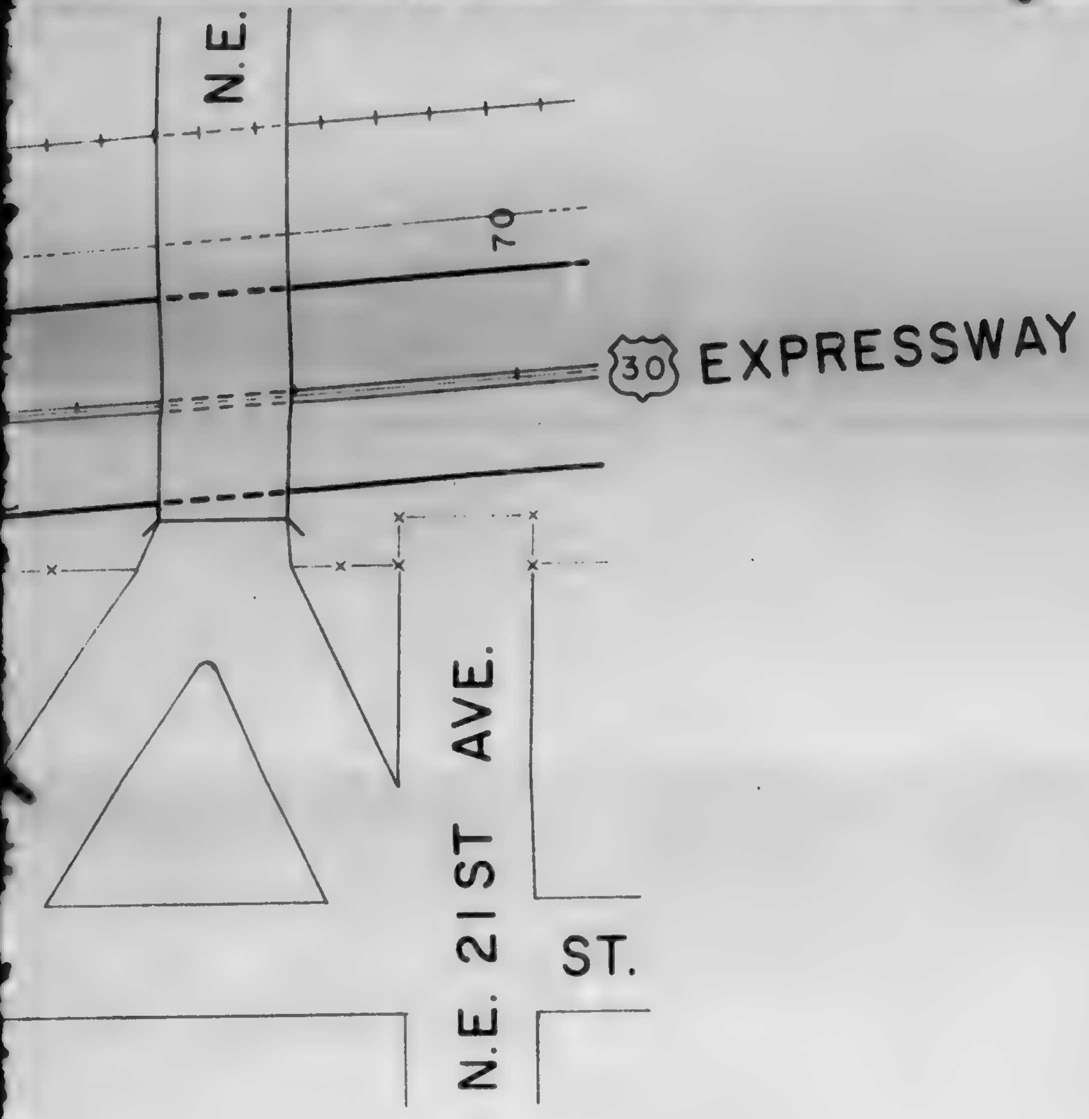
3 – Install meter socket and disconnect cabinet on north

4 – Install entrance service conduit to secondary arm as

5 – Ends of existing conduit across Banfield are located i manhole near station 59+85

6 – Install junction box flush with surface of median str of existing connduit to bottom of junction box.

7 – Install future 1 1/2 inch conduit bends on east side and west side of foundation L^4 55 + 65



(50)	Install photo
(66)	Install 5"x 12"
(70)	Install 6"x 20"
(5)	Install 11/4 in
(18)	Install 1 No. 1
J/2	Install 8"x 6"
DB/2	Install 2 wire
DB/4	Install 2 wire
DB/8	Install 2 wire
MV/1	Install mercu
SL/14	Install 14 ft.
SL/17	Install 17 ft.

nang transformer.

ly.

on north side of pole.

arm as required by P.P.& L. Co.

located in median strip east of

median strip and connect ends
ox.
ast side of foundation L^4 *60+45*

ll photo-electric relay

ll 5"x 12"x 15" galv. steel cabinet with 30 ampere fusible switch

l 6"x 20"x 20" control cabint, 30 ampere service circuit and 25 ampere contactor

l 1 1/4 inch galv. rigid conduit

l 1 No. 10 bare copper wire

ll 8"x 6"x 4" galv. cast iron junction box with cover and gasket

tll 2 wire No. 10 direct - burial cable

all 2 wire No. 8 direct — burial cable

all 2 wire No. 4 direct — burial cable

ll mercury-vapor luminaire unit, type II

all 14 ft. upsweep street light bracket

tall 17 ft. upsweep street light bracket

Crandall

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 28th, 1959

SUBJECT: Holladay Street Off-Ramp
Banfield Expressway

To: G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Mr. Paul Northrop, Multnomah County Roadmaster, recently called this office and advised that he had had several complaints regarding the Holladay Street off-ramp from the Banfield Expressway. The complaints indicated the off ramp was difficult to destinguish at night due to lack of illumination, and that signing did not give enough warning for a motorist to properly anticipate the off-ramp movement.

I advised Mr. Northrop I would forward this information to you, and it is recommended that the traffic department investigate.

Original Signed by A. E. Johnson

A. E. JOHNSON
Acting Division Engineer

AEJ:w
cc: E. E. Johnston

NOTED
ASS'T TRAFFIC ENGR.

RECEIVED
OCT 30 1959
TRAFFIC ENGINEERING

I-5-6(15)301 N. Page St.-SE Main 1960
St. Unit of E. Bank
#5674 Freeway (bldg. dem. proj.)

RECEIVED
APR 8 1965
FILE NO.
5744

Form CD-181
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

7-9

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 7, 1965

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L R Backlund
L. R. Backlund
Administrative Manager

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-5-6(16)301
N. Page St.-S.E. Main St. (Portland) Section
Progress Voucher No. 19
Net Amount Claimed - $55,251.00

The subject voucher is being approved for payment in the reduced amount of $29,094.68.

On November 3, 1964 we furnished a copy of Audit Report No. 65-835-6 with the request that findings as contained therein be transferred to non-participating costs in accordance with our agreement on current billing. With the exception of replies relating to Item IIA in the amount of $6,650.00 and Item VI in the amount of $57.35, there has been no action to comply with our memorandum of November 3, 1964.

The amounts involved in the deduction are as follows:

Finding No.	F.A. Project No.	Gross Amount	Fed. Aid Pro rata	Net Deductions
IA	I-80N-5(2)145	1,500.00	92.22%	No agreement
Ib	I-405-8(3)302	2,820.96	91.00%	2,567.07
IIb	I-405-8(3)302	24,575.00	91.00%	22,363.25
III	I-5-1(26)12	750.00	91.00%	682.50
IV	I-80N-5(2)145	330.00	92.22%	No agreement
V	S-466(1)	29.99	63.93%	19.17
V	I-405-8(3)302	299.84	91.00%	272.85
V	I-5-1(50)00	59.97	92.00%	55.17
VIb	I-405-8(3)302	215.73	91.00%	196.31
		Total net Deduction		$26,156.32

Deduction is not being made of Item VIc in the amount of $15.49 since the deficiency relating to storeroom requisitions has been resolved previously and the supporting detail is now available.

The amounts being deducted are subject to reclaim if adequate justification is furnished.

Cc'y to Gen. [illegible]
[illegible] Young, [illegible]
4-15-65

RECEIVED
APR 8 1965
OFFICE OF
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

To - Backlund

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 3, 1964

Original signed by
L. R. Backlund
Admin. Manager

08-35.5

A. H. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

Audit Report No. 65-833-6
Right of way 1/1/64 through 3/31/64
Total Costs - $4,224,920.02

The subject audit report covers the audit of right of way costs for the period as indicated.

Six major findings were furnished for our review and disposition. Copies of these findings are attached. Our determination as to the disposition of these items are as follows:

Items I and II

The amounts involved as they relate to the individual parcels should be transferred to non-participating and a copy of the transfer voucher should be furnished this office. These findings emphasize the need for an improvement in present procedures relating to adequate justification and documentation and included in the files relating to determinations made by the administrative review board, legal opinions involving changes in classification of property, real [illegible], and more adequate cost estimates for construction items. The absence of such documentation in this and previous audits has resulted in denial of Federal participation that could be avoided.

Item III

The sum of $750.00 should be transferred to non-participating until such time as the file contains the documentation missing as shown under "conclusions".

Item IV

We concur in the recommendation and the amount of $330.00 should be transferred to non-participating.

Item V

Before final action is taken, we feel it would be appropriate that an understanding be reached as contained in the recommendations. We are willing to discuss this at your convenience.

MORE

XERO COPY XERO COPY XERO COPY

Item IV

We concur in the recommendations. A copy of the transfer voucher should be furnished this office.

Should you wish to discuss any of the other findings before taking action, please advise.

Attachments

XERO COPY

XERO COPY

SECTION II

SUMMARY OF FINDINGS

Report on the audit of right-of-way costs for the period 1-1-64 through 3-31-64 follows:

Real property and damages	$3,099,097.29
Incidental Costs	125,822.73
TOTAL	$4,224,920.02

ITEM I	Settlements substantially exceeded the fair market value of the parcels. An Overclaim of $4,320.96 is indicated.
ITEM II	Settlements include allowances for work on private property and moving costs of personal property not supported or documented. An Overclaim of $31,225.00 is indicated.
ITEM III	Payment to grantor for damages violated provision of Easement Agreement. An Overclaim of $750.00 is indicated.
ITEM IV	Payment to grantor withheld because of lease-hold interest and encroachment. An overstatement of participating costs of $330.00 is indicated.
ITEM V	Salary of Administrative Employee transferred to participating costs. An overclaim of $389.80 is indicated.
ITEM VI	Cost of supplies not identifiable with right-of-way projects and fuel costs on rental property not in accordance with rental agreements. An Overclaim of $288.57 to participating costs is indicated.

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ITEM I - **Settlements exceeded fair market values.**

FINDINGS

(a) File 34094, L-4432, Cost prefix 625-2502, Project I-80N-5(2)145

The State settled this file in the amount of $15,000.00, which was $1,500.00, or 11.1% over the review appraisers fair market value of $13,500.00. There were two appraisals in the State files of $8,200.00 and $13,500.00.

The State's justification for the settlement was a notation on the Report of Settlement that the increase was not substantial. Report on condemnation cases and Report of Settlement contained the notation that the settlement was recommended by the State Administrative Review Board. No documentation of The Review Board's action was found in the files. The Legal Department's secretary advised that her records indicated that justification was needed for this settlement but the files had not been documented at time of audit, 6-9-64.

The Stipulated Final Judgment also specifies that the defendant was to pay the State $250.00 for improvements retained. A bill of sale for these improvements was submitted to the defendant's attorney for conveyance to the grantor when the money was paid. There is no record of the State receiving this money at the time of audit, 6-9-64.

Vo 504 [illegible]
250.00 [illegible]

(b) File 33670, L-4380, Cost prefix 626-2523, Project I-405-8(3)302

By letter dated 1-7-64 the State requested approval from the Bureau on a proposed settlement on this taking of $482,500.00 plus 6% interest from date of possession of 11-26-63. The review appraiser's fair market value was $460,000.00, based on appraisals of $460,000.00 and $450,000.00.

Bureau letter dated 1-13-64 to the State approved the settlement with the understanding that the total settlement would not exceed $485,000.00 less estimated $800.00 in rental credits which the State should receive from possession date of 11-26-63 to settlement date. The final settlement by the State was $487,020.96 ($482,500.00 plus $4,520.96 interest) which is $2,820.96 in excess of the $484,200.00 approved by the Bureau.

XERO COPY XERO COPY XERO COPY

ITEM I

CONCLUSIONS

(a) The increase in the settlement over the review appraiser's fair market value is a substantial increase considering the spread in appraisal amounts. The documentation in the State file does not conform to the provisions of paragraph 5j (7) and (8) of PPM 21-4.1 dated 12-30-60.

(b) The State did not submit the claim for this parcel in accordance with the Bureau's approval. Reference to paragraph 5j(11) of PPM 21-4.1, dated 12-30-60, and Bureau letter dated 1-13-64. The Bureau's letter indicated approval of settlement of $482,500.00 also a maximum settlement of $485,000.00 less $800.00 credits or $484,200.00.

RECOMMENDATIONS

(a) The amount of $1,500.00, which is in excess of the established fair market value, be transferred to non-participating costs. The credit of $250.00 due the project for improvements retained by the owner be reviewed during the next quarterly audit.

(b) The amount of $2,820.96 in excess of the Bureau's letter of approval should be transferred to non-participating costs.

XERO COPY XERO COPY XERO COPY

ITEM II - Settlements included unsupported allowances for improvement to private property and moving costs of personal property.

FINDINGS

(a) File 31705 - Cost prefix 26-2517 - Project U-171(6)

The settlement of $116,650.00 includes an estimated amount of $6,650.00 allowed the grantor to construct access roads on their remaining property to connect with a State frontage road. The amount of $6,650.00 was added to the appraisals of $110,000.00 and $108,000.00 to establish the fair market value of $116,650.00. The appraisal review was the only document found in the State file pertaining to the cost of constructing the access road, which stated that; "Dale Sturmer, Highway Engineer, estimated $6,650.00 as the cost for Richfield to construct access road on their property to connect with State Frontage Road". The files contained no detail of the estimate or maps showing the location of the access road.

(b) File 33889 - Cost prefix 626-2523 - Project I-405-8(3)302

State settlement of $366,175.00 included $3,000.00 for moving personal property and $24,575.00 for moving eleven presses. Appraisals were $314,000.00 and $300,000.00 plus $24,601.00, cost of equipment which the State would be obligated to purchase, based on a legal opinion of the Assistant Chief Counsel. Review appraiser established a fair market value on the taking of $338,600.00.

The legal opinion by the Assistant Chief Counsel, dated 9-12-63 classified the eleven print presses as personal property which the State would not be required to purchase. The justification presented by the State for the increase over the reviewed value was on the basis of reclassifying the eleven presses as real property. The State paid $24,575.00 for moving the presses. This payment was based on a moving bid from the Oregon Transfer Company. Bid is less than market value, ($93,887.00) less salvage value ($47,540.00) of the presses.

Bureau Division Right-of-Way officer's report to the Bureau Division Engineer, dated 1-14-64, indicated that the State's file did not contain a legal opinion reclassifying the presses as real property and recommended that Federal participation be withheld if this documentation was not available at the time of audit. There is no evidence of a written legal opinion having been made as of the date of this audit on 6-17-64.

XERO COPY

XERO COPY

ITEM II

CONCLUSIONS

(a) The allowance of $6,650.00 for construction of an access road on the grantor's remaining property was not documented in accordance with paragraph 6r of PPM 21-4.1 dated 12-30-60.

(b) The $24,575.00 paid for moving print presses, as documentation now available in State files, is payment for moving personal property. There was no legal opinion in the file that subject presses are real property. Reference paragraph 5j (6) of PPM 21-4.1 dated 12-30-60.

RECOMMENDATIONS

The State should initiate procedures to document the files with required legal opinions and cost estimates for items that mitigate damages. Cost estimates for construction items should be supported by detailed estimates, drawings and sketches. The supporting information should show the scope as well as the location of the proposed work and should be signed and dated by the engineer making the estimate.

The amount of $31,225.00 should be transferred to non-participating costs.

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ITEM III - Payment of damages contrary to easement provision.

FINDINGS

File 31170 - Cost prefix 615-2508 - Project I-5-1(26)12

The State paid $750.00 for a release of damages due to creek washing away some of the owners land, after the construction of a channel change. A memorandum in the State files, by the State Assistant Construction Engineer, dated 12-20-63, stated: "The Bureau had advised they will participate in such action". No documentation of this action was found in the Bureau files.

The original easement document for subject channel change contains a provision that the grantor released the State from any and all liability or claims whatsoever after completion of said channel change.

ITEM III

CONCLUSIONS

The file contains no evidence or documentation that the $750.00 paid for release of damage is a legal liability of the State under the provisions of the easement document dated 5-1-61 which holds the State free of all liability due to channel change. There is no evidence of a court order invalidating this provision. (Paragraph 3a and 3b of PPM 21-4.1, dated 12-30-60.)

RECOMMENDATIONS

The amount of $750.00 be transferred to non-participating costs.

XERO COPY XERO COPY XERO COPY

ITEM IV - Payment to grantor charged to participating but withheld because of lease-hold interest.

FINDINGS

File 33564 - Cost prefix 625-2502 - Project I-80N-5(2)145

The check in the amount of $330.00, for payment to the grantor was retained by the State Right-of-Way Department, due to a sign owned by the Lucky Sign Company, which was still located on the right-of-way. The sign company has a lease from the grantor effective until 10-18-65, at $7.00 per year and refused to move the sign or sign a quit claim deed with the State. The grantor notified the company to move the sign, but to no avail.

The amount of $330.00 was recorded as a participating cost but the amount had not been paid to the grantor.

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ITEM IV

CONCLUSIONS

As the Lucky Sign Company has a lease-hold interest in subject property, the title was not cleared and therefore is not eligible for Federal participation in accordance with Section 1.23, Title 23. Regulations and Standards, and Paragraph 3a (2) of PPM 21-4.1, dated 12-30-60. The State had not delivered the payment to the grantor for the property. This file is also listed under Section 1 of the report because it is not on an approved right-of-way map.

RECOMMENDATION

The amount of $330.00 be transferred to non-participating costs until such time as the sign is removed from the right-of-way and the State pays the $330.00 to the grantor.

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ITEM V - Administrative salaries charged to participating costs

FINDINGS

Salary charges of W. H. Haskins, State Property Manager, was transferred to participating costs on Federal-aid projects. As supervisor of the State Property Section, subject employee has the responsibility to manage all property acquired under the Highway Department's Right-of-Way Program. This includes taking possession, rentals, sale of improvements and excess property. His responsibility also includes determination of rent schedules, clearing improvements from right-of way by sale or demolition and the salvage value of improvements retained by grantors.

The following salary charges were transferred from overhead to participating costs for December 1963:

State Journal Voucher No. 17464, dated 1-16-64

Cost	prefix	134-2510,	Project	S-466(1)	$ 29.99
"	"	626-2523,	"	I-405-8(3)302	299.84
"	"	615-2511	"	I-5-1(50)00	59.97
				TOTAL	$389.80

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ITEM V

CONCLUSIONS

The Property Manager, as Supervisor of the State Property Section, makes judgment decisions that do have a bearing on overall administration of the Federal-aid program between the State and Bureau and as such are not eligible for Federal participation. Reference Paragraph 5a, PPM 21-4.1 and Circular Memorandum, dated 10-31-60.

RECOMMENDATIONS

An understanding between the Bureau Administration and the State should be reached regarding the eligibility of property manager assigned as manager of commercial buildings, apartment houses, hotels, etc. acquired for rights-of-way as distinguished from property managers assigned as section chiefs who make policy and judgment decisions and act as staff assistants.

The amount of $389.80 should be transferred to non-participating cost.

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ITEM VI - Cost of supplies not identified with right-of-way projects to which charged.

FINDINGS

(a) State voucher No. 18497, dated 1-13-64, - Charge of $57.35 to participating costs on prefix 603-2507, Project I-5-5(17)285, for 31 cubic yards of crushed rock at $1.85 per cubic yard. Purchase Order No. H-271009 was signed by B. P. Huntley, Maintenance Foreman. No documentation was found to support or justify the purchase of the rock for this right-of-way parcel.

(b) Cost prefix 626-2523, Project I-405-8(3)302
State coded the cost of fuel oil purchased to participating costs under File No. 33899, located at 1501 N.W. Kearney Street, Portland, Oregon. Subject property was under rental to the American Rag & Metal Company. Rental agreement did not provide for the State to furnish fuel. The audit was expanded and the following charges were coded as participating costs on subject prefix:

Voucher 17490	Jan. listing	$50.90
" 21233	Feb. listing	61.08
" 21614	" "	61.08
" 23020	March listing	42.67
	Total	$215.73

(c) State Journal Voucher No. 17971, Cost prefix 626-2523 - Project I-405-8(3)302, summary of storeroom requisitions - $15.49. Summary consisted of penciled list, showing storeroom requisition number, cost prefix, function, object and amount of charge. No description of supplies or file number was listed. The summary was not signed.

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ITEM VI

CONCLUSIONS

(a) Cost of rock is not documented as required by paragraph 6r of PPM 21-4.1, dated 12-30-60.

(b) Payments made for fuel oil used in rental buildings was not in accordance with the rental agreement. State liability not established (Para. 3a(2) - PPM 21-4.1, dated 12-30-60)

(c) The voucher was not adequately supported to determine that the supplies were applicable to right-of-way acquisition. The transfer of costs is considered in the same category as lump sum transfer of salaries and are not properly documented as required by Section 1.11 of Title 23, Federal-aid Regulations.

RECOMMENDATIONS

The amount of unsupported costs, $288.57, should be transferred from participating to non-participating costs.

The State be requested to issue instructions that supplies issued and charged to right-of-way projects be documented as to use and authority for such use.

All documents that transfer costs should be itemized; signed and approved by a supervisor or other responsible State employee.

XERO COPY XERO COPY XERO COPY

Mr. Williams

RECEIVED
JAN 11 1961

1-5-6 (15) 301

NOTE
W. C. WILLIAMS

January 3, 1961

N. Page St. -S. E. Main St.
Contract No. 5674

FINAL COST ANALYSIS
Demolition
Contractor: Steelman Duff, Inc.
Resident Engineer: James Don

Multnomah County
Prefix No. 626-1046
Project No. I-5-6(15)301

Building Demolition		$ 69,785.00	
P.A. Demolition - House & Carage	All	150.00	$ 69,935.00
Receipts from sale of salvage materials			7,500.00
			$ 77,435.00

Gross Revenue	$ 77,435.00
Total Cost	76,173.81
Net Profit	$ 1,261.19

Net Profit equals 1.63% of Gross Revenue

DETAIL OF COST - Contract No. 5674

Labor:		
Supervision	$ 4,000.00	
Labor	22,750.86	
Labor Insurance	3,486.18	
Health and Welfare	636.39	
Pension	619.47	$ 31,492.90
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	32,716.00	
Equipment Rental, Hired	2,838.00	
Gas, Oil and Grease	2,043.34	
Bond	697.85	
Home Office and General Overhead	1,500.00	
P.L. and P.D. Insurance	621.28	
Move In	1,361.50	
P.U.C.	362.00	
Small Tools and Misc. Supplies	2,075.14	
Fire Control	188.82	
Permits	276.98	44,680.91
	TOTAL COST	$ 76,173.81

Remarks - Contract No. 5674

This was a "Federal Aid Interstate Project" calling for the building demolition on East Bank Freeway in the city of Portland from North Page Street to S.E. Main Street.

Bids were received April 19, 1960, awarded April 21, 1960. Work started April 26, 1960 and was completed November 14, 1960.

Equipment used on project: Northwest 80 crane, two Northwest 25 cranes, D8 with dozer, 977 caterpillar loader, International truck and lowboy, International crane truck, four 10-yard trucks, Ford backhoe, and two pickup trucks.

This project would have been more profitable for the contractor had the time limit been longer so he might have salvaged considerable heavy timbers which were burned. City regulations and a deadline on burning were factors also relating to the slight profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED

1-5-61 (15) 171

5674

December 22, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5674 for building demolition on North Page St.-SE Main St. Unit of the East Bank Freeway Section of Pacific Highway in Multnomah County was completed by the contractor, Steelman-Duff, Inc., on November 14, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $2,098.05 will be released to the contractor on or after December 30, 1960. The total contract amount is $69,935.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Steelman-Duff, Inc.

RECEIVED
DEC 19 1960
FOR FILING
1-5-6(15)301
5674

4

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 14, 1960, on Contract No. 5674, N. Page St.-S. E. Main St. Unit, East Bank Freeway Section, in Multnomah County, in connection with Federal Aid Project No. I-5-6(15)301.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
cc: C. G. Swenson

RECEIV
DEC 8 - 1960

FOR FILING
1-5-6(15) 301

5674

December 8, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 14, 1960, on Contract No. 5674, N. Page St.-S.E. Main St. Unit, East Bank Freeway Section, in Multnomah County, in connection with Federal Aid Project No. I-5-6(15)301.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:er

RECEIVED
DEC 2 - 1960

FOR FILING

1-5-6(15) 301

5674

December 1, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Steelman-Duff, Inc., on contract #5674 for building demolition on the North Page St.-SE Main St. Unit of the East Bank Freeway Section of Pacific Highway in Multnomah County.

This payment, in the amount of $6,625.08, will be released to contractor on or after December 9, 1960. The retained percentage is $2,098.05.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Steelman-Duff, Inc.

Form E-1—(Rev.)—

1-5-6 (15) 301
#5674

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section N. Page St.-S.E. Main St. Unit East Bank Freeway

For Week Ending November 18, 1960

Kind of work Building Demolition

Highway Pacific County Multnomah

Section prefix 626-1046

Contractor Steelman-Duff, Inc.

Contract number 5674

Date of contract April 21, 1960

Specified work days 80

Date work started April 26, 1960

Work days used 56

Project authorization $80,195.63

Per cent of time elapsed 70 %

Exclusive of engineering $74,492.83

Estimated cost of completed project, exclusive of engineering $71,435.00

Estimated per cent ~~overrun or~~ underrun 3.8 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $5,702.80

Engineering cost to date $5,500.00, 96.4 %

Date project was completed November 14, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		DOES NOT	APPLY			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor finished final cleanup Monday, November 14,1960.

Job accepted by Division Office Mondxx, November 14.

Semi final estimate submitted to Division Office.

Gordon Brooks of Bureau of Public Roads inspected job Tuesday, November 15.

NOTED
JOHN R. OAKES

ISION
RECEIVED
NOV 21 1960
NOTED CE AE ACE COE

Signed James Don
James Don, Resident Engineer
Address Portland 17,Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	-	-	-	-	-
Miles partially completed	-	-	-	-	-
Miles completed	-	-	-	-	-
Total estimated quantities (contract)	-	-	-	-	-
Total quantities corrected to date	-	-	-	-	-
Estimated quantities moved or placed to date	-	-	-	-	-
Average daily quantities	-	-	-	-	-
Average daily quantities necessary to complete project on time	-	-	-	-	-
Number shifts per day	1	-	-	-	-
Hours per shift	8	-	-	-	-
Average force on project for week	2	-	-	-	-

Men	1
Supervision	1
Men and trucks under 3 tons	0
Men and trucks over 3 tons	0
Men and tractors	0

Equipment used during week: Shovels 0, Power graders 0, Rollers 0, Mixers 0, Crushing or screening plants 0.

Compressors 0, Bulldozers 0, Compaction rollers 0, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	-	-	
Monday	Showers	8	
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN -7 1960
FOR FILING
5674

A

FORM 2-130

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Steelman-Duff, Inc.,
7525 NE 6th Avenue
Portland 11
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5674, awarded April 21, 1960, for building demolition on the North Page St.-SE Main St. Unit of the East Bank Freeway Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
JUN 7 1960
FOR FILING

[illegible]

[illegible]

A

June 6, 1960

Mr. C. L. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Force Work No. 1, Account No. [illegible] covering severing water services on the [illegible] Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County, Contract No. [illegible], in connection with Federal Aid Project No. I-5-1(15)301.

This work is necessary to avoid stagnant water in the City distribution system and will be done by the City forces. It is part of the revision made necessary by construction of the East Bank Freeway and is included in the agreement with the City of Portland, approved by your letter dated March 7, 1960, on Contract No. 3558 with authorization to proceed with the work. Two copies each of the estimate and sketch covering work under this order are attached. In order to expedite construction the work has been started. It has been verbally approved by the BPR Highway Engineer.

The total estimated amount of the order is $1,500.00 with Federal participation of $1,[illegible].

Your approval of this order under the provisions of PPM 30-4 and the existing agreement is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
MAY 6 - 1960
FOR FILING

I 5-6(15)301
5674

May 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 26, 1960, on Contract No. 5674, N. Page St.-S. E. Main St. Section, in Multnomah County, in connection with Federal Aid Project No. I-5-6(15)301.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

A

RECEIVED
APR 29 1960

FOR FILING
I 5 (15) 301

5674

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 28, 1960

SUBJECT: Westfair Corp.-Building #65
Right-of-Way File No. 28210
Page St.-Main St. Demolition Cont.
East Bank Freeway
Contract: 5674

To: Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

The matter of the Herman Sites' occupancy of the Westfair building S.W. Main St. and Water St. was resolved April 26, 1960 as follows. Mr. Sites is to occupy a state owned portion of the building as he may require up to but no later than August 31, 1960. He is to pay $400 a month rental if the entire state owned portion of the building is so used or on a proportional basis if less than that area is required. A 12 foot strip, previously reserved for Mr. Sites out at the west end of the building, will no longer be available to him.

Our contractor, Steelman-Duff, has agreed to delay removal of the building until fall rains, etc. We will adjust work days to conform to this date of completion. No added cost will accrue to the state.

Lloyd P. Shaw
LLOYD P. SHAW
Metropolitan Engineer

LPS/bh

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—80M—2-59—18180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 27, 1960

To: Memo to the Files

SUBJECT: Westfair Corp.-Building #65
Right-of-Way File No. 28210
Page St.-Main St. Demolition Cont.
East Bank Freeway
Contract: 5674

Following through with orders from W. C. Williams, April 20, J. R. Patterson, John Scott and Lloyd Shaw met at Herman Sites' office in the Westfair building, S.W. Main St. and Water St., 4:00p.m., April 26. It was agreed with Mr. Sites that he was to occupy the state owned portion of the Westfair building not later than August 31, 1960. During his period of occupancy following April 16, he is to pay rental of $400 a month for the entire state owned portion of the building or a proportionately lesser amount if less than the entire building is occupied.

In the process of acquisition of this property, the court granted the state occupancy of the westerly portion extending from a line 12 feet west and parallel to the freight terminal building. A 12 foot strip was to be used to provide circulation of truck traffic from one side of the building to the other. In the present agreement with Mr. Sites, the 12 foot strip will no longer be available to him. This area will be needed, probably inside the next three weeks, for construction of a part of the facilities of the new fireboat station now under contract.

Lloyd P. Shaw
LLOYD P. SHAW
Metropolitan Engineer

LPS/bh
cc: W. C. Williams
Tom Edwards
S. N. Mayhew
James Don
Dale Sturner

RECEIVED
APR 25 1960
FOR FILING
I-5-6(15)301
5674

A

April 22, 1960

Steelman-Duff, Inc.
7525 N. E. 6th
Portland 11, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5674 for building demolition on the N. Page St.-S. E. Main St. Unit of the East Bank Freeway Section of the Pacific Highway in Multnomah County.

This award was based on your bid of $69,785, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Mercham

A

RECEIVED

FOR FILING
I-5-6(15)301
5674

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5674 for Oregon Project I-5-6(15)301, East Bank Freeway Sec. (Building Demolition), Pacific Highway in Portland, to Steelman Duff, Inc., of Portland, Oregon, low bidder in the amount of $69,785.00 at the April 19, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED
AR - 5 1960
FOR FILING

I 5-6(15)
301

When replying, refer to
08-35.4

5674

408 State Highway Building
Salem, Oregon

April 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-6(15)301, N. Page St.-S.E. Main St. Unit of East Bank Freeway Demolition Contract.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

Porter

NOTED

A

RECEIVED
[illegible] -1 1960

FOR FILING
I 5-6(15)301
5674

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

March 7, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(15)301
East Bank Freeway (NE Glisan-
SE Main St. Unit) of the
Pacific Highway

Dear Sir:

We are today approving the agreement dated April 10, 1959 between the State and City of Portland covering adjustment of their utilities on the above project.

Authorization to proceed with adjusting of water facilities is hereby granted as of March 3, 1960.

Very truly yours,

C. G. Polk
Division Engineer

[illegible]

RECEIVED
MAR 4 1960
FOR FILING

March 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reply is made to your letter of February 5 concerning consideration be given to selling buildings for salvage rather than including their removal in a demolition contract.

It has been the policy of this Department for many years to sell buildings to interested private parties rather than contracting their demolition. The net result has been an outstanding number of claims from contractors due to the delay in making right of way available. With specific reference to the East Bank Section, 102 houses have been sold to date. Below is listed their sale price:

79 houses	$ 5 to $ 75
11 houses	$ 75 to $150
2 houses	$150 to $200
10 houses	$200 and up

Buildings thus sold are removed under performance bond and our experience has been that when the purchaser takes what is valuable from a building he then walks off and leaves a mess and forfeits his bond. The removal of debris is reflected in added clearing costs. As stated previously, also time of removal has been very disturbing.

With respect to the sale of larger buildings, it is erroneous to assume that the value of the material in the building is not reflected in the demolition contractor's bid. Further, we would receive strong objections from the City of Portland with respect to enforcement of public safety regulations. An increased engineering force would have to be employed to enforce the regulations on each buyer and, in the case of large buildings involving concrete work, small or private operators could not bid.

Probably none of the above reasons would of itself rule out the "sale of salvage" method; however, the combination of these reasons can only lead to the conclusion that, in general, removal by demolition contract is the most economical and is in the best interest of the public.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Lloyd P. Shaw

TE:jw fn

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.8-DA

408 State Highway Bldg.
Salem, Oregon

February 5, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(15)301
East Bank Freeway Section
Building Demolition

Dear Sir:

The contract covering demolition of seven buildings and other improvements amounts to $109,745.00. Where feasible on future projects, we recommend that you give consideration to selling the larger buildings for salvage rather than including them in a demolition contract. If buildings could be advertised for sale immediately following possession it would be possible to have them removed within a reasonable time limit so that construction would not be delayed. It should be noted that the minimum wage provisions of the Bacon-Davis Act do not apply when building removal is handled on this basis.

Your comments regarding this suggestion would be appreciated, especially whether or not a saving of funds would result.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Edw Porter

CONSTRUCTION DIVISION
RECEIVED
FEB 8 1960
NOTED-- ☒ WB ☐ ☐
CE ACE ACE COE

Discussed w/ Porter
[illegible]
[illegible]

[illegible] individual Buys.

Too many individuals on the project to check on.

Buildings, as they are being sold, are bought by small salvage contractors who are in the salvage business only, have very little equipment and capital. Buy building for [illegible] and for cleaning up, pay small [illegible] permit fee to the city, go thru the building salvage electrical fixtures, plumbing fixtures, windows & doors or any other easy accessible materials to the amount of $150 to $200.00 then walk off leaving the grading contractor to finish and clean up. All these dwellings that are now being sold will have to be cleaned up by others. Any large buildings having concrete walls will all be left in place after salvage with interior filled with debris. There are other salvageable items in most buildings but labor costs and time element prohibit this operation unless it can be done by the individual himself (dwellings) in the larger buildings the small operator does not have the equipment to do the work and not enough capital to rent the proper tools. Larger contractors can not move equipment in for one building due to cost.

If a number of these buildings are purchased by one person you have a demolition contract anyway. 200 buildings on one section and 50% was sold to one individual with the remaining 50% being sold to others there would not be enough men in the highway dept. in Portland to keep track of the operation and see that all agreements were fulfilled. Contractors

Over

would [illegible] [illegible] off [illegible] over the place [illegible] you could have what is left. A good example of this is the amount of clean up left on a good number of the buildings that have been sold to date

I think it would be a mess.

Eastbank Freeway

Sold & value	Sale Price
79 houses	$5 to $75
11 ✓	75 to 150
2 ✓	150 to 200
10 ✓	200 and up

W H Haskin

2

RECEIVED
MAR 1 1960
FOR FILING
I-5-6-(15)301

5674

March 3, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Burnside-Main St. Sec.
East Bank Freeway
Multnomah County
Project No. I-5-6(15)301

Herewith are the following data in connection with adjusting City of Portland utilities on the above project:

1. Two copies of the agreement with the City covering construction of the project.
2. Two copies of the estimate covering adjustment of water facilities.
3. Two copies of the sketch prepared by the City covering the adjustment of water lines.

Your approval of the agreement and authorization to proceed with the work as of this date are requested.

We are also enclosing three copies of the PS & E estimate revised to include the above work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

26-1047 Portland City Sts. Paving 1960
Proj. on Pac. W., Sandy Blvd.,
#5675 Mt. Hood & Pac. E. Hwys.

RECEIVED
MAY 5 1961
FOR FILING
26-1047
51-15

Portland City Streets
Contract No. 5675

NOTE:
W. C. WILLIAMS

May 2, 1961

FINAL COST ANALYSIS
Asphaltic Concrete Paving
Contractor: Porter W. Yett
Resident Engineer: John H. Burton

Multnomah County
Prefix No. 26-1047

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Removal of Curbs	140.51	Lin. Ft.	0.35	0.35	491.79	491.79
Concrete Curbs	46.39	Cu. Yd.	35.00	35.00	1,623.65	1,623.65
Cl. B Asphaltic Concrete	16,105.50	Ton	5.99	6.42	103,471.98	96,471.95
RS-2 Asphalt	19.22	Ton	50.00	46.85	900.55	961.00
Asph. Conc. Traffic Markers	784.1		0.60	0.51	401.60	470.46
EW1 Flagging					1,264.22	1,264.22
						101,283.07
Liquidated Damages	4	Day	90.00			-360.00
					$108,153.79	$100.923.07

Total Cost	$ 108,153.79
Gross Revenue	100.923.07
Net Loss	$ 7,230.72

Net Loss Equals 7.16% of Gross Revenue

DETAIL OF COSTS - Contract No. 5675

Labor:		
Labor	$ 20,936.97	
Labor Insurance, Health, Welfare and Pension	3,267.51	$ 24,204.48
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	9,095.63	
Equipment Rental, Hired	5,515.00	
Gas, Oil and Grease	2,547.96	
Bond	756.92	
Freight and Postage	17.76	
Home Office and General Overhead	2,119.38	
P.L. and P.D. Insurance	1,233.69	
P.U.C.	42.52	21,328.86
Subcontractor:		
Cashing Bros. Items 1 and 2	2,115.44	2,115.44
Materials:		
Class "B" Asphaltic Concrete	59,726.46	
RS-2 Asphalt	528.55	
Fine Asphalt Mix (Purchased	250.00	60,505.01
	TOTAL COST	$ 108,153.79

Contract No. 5675 - Remarks

This was a "State Project" calling for the construction of 5.80 miles of asphaltic concrete pavement involving approximately 18,000 tons of asphaltic concrete and construct 1,400 linear feet of concrete curbs.

The northerly end of Unit "A" was at M.P. 2.68, which mile post is at the southerly end of the Vermont Overcrossing. The southerly end of Unit "A" was at M.P. 3.99, which mile point is at northerly end of the Multnomah Boulevard Overcrossing.

The westerly end of Unit "B" was at M.P. 2.23, which mile point is at the intersection of S.E. 26th Avenue and Powell Boulevard. The easterly end of Unit "B" was at M.P. 5.31, which mile point is at the intersection of S.E. 82nd Avenue and Powell Boulevard.

The southwesterly endof Unit "C" was at M.P. 2.79, which mile point is at the intersection of N.E. 52nd Avenue and Sandy Boulevard. The northeasterly end of Unit "C" was at M.P. 3.95, which mile point is at the intersection of N.E. 72nd Avenue and Sandy Boulevard.

The north end of Unit "D" was at Station 8+80, which station is at the intersection of Broadway and N.E. Grand Avenue. The south end of Unit "D" was at Sta. 21+80, which station is at the intersection of Multnomah Street and N.E. Grnad Avenue. The overall length of "A", "B", "C" and "D" units was 5.80 miles.

Bid proposals were received April 19, 1960, awarded April 21, 1960 and the contractor began removing curbs August 25, 1960. Pabing began on Barbur Boulevard Thursday, September 1, 1960. Work continued with contractor completing all units on Friday, October 14, 1960. The materials for this project came from commercial sources. Heavy traffic on all four units caused considerable delays. The delay in starting this project by the contractor necessitated liquidated damages being assessed against him. A net loss of 7.16% of gross revenue was incurred on this contract.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
DEC 15 1960
FOR FILING

26-1047

9.15

December 14, 1960

Continental Casualty Co.,
Northwest Branch Office
105 Cobb Bldg.,
Seattle 1, Washington

Gentlemen:

State Highway contract #5675 for paving Portland City Streets, Multnomah County, was completed by the contractor, Porter W. Yett, on October 14, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $2,709.44 will be released to the contractor on or after December 23, 1960. The total contract amount is $100,923.07, of which amount $1,264.22 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Continental Casualty Co.,
Tate, Westenfelder & Berg, Inc.,
410 Wilcox Bldg.,
Portland 4, Oregon

cc: Mr. Porter W. Yett
6500 NE Ainsworth Street
Portland 18, Oregon

RECEIVED
DEC 13 1960
FOR FILING

26-1847

5675

December 12, 1960

Mr. Parker W. Yett
6500 NE Ainsworth Street
Portland 18
Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 12, 1960, had under discussion your request for an increase of 4 additional workdays from 80 days to 84 days, within which to complete your contract #5675, without the assessment of liquidated damages, for paving Portland City Streets, Multnomah County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Lloyd P. Shaw
John Burton
Tom Edwards
R. L. Porter
C. W. Enison

H

RECEIVED
1960
FOR FILING
26-1147
5675

November 21, 1960

Oregon State Highway Commission

Request for Extension of Time
No. 8
December 12-13 Meeting

Gentlemen:

The contractor for the Portland city streets paving project, Porter W. Yett, (Contract No. 5675) has requested that he be granted an increase of four days in which to complete the project without the assessment of liquidated damages. He lists as reasons for this increase traffic problems which are inherent to the project and construction problems which are entirely his responsibility. Furthermore, he did not prosecute the project diligently as required by the standard specifications inasmuch as he allowed 55 workdays of the [illegible] allocated to the project to elapse before even moving onto said project.

It is therefore recommended that the request for additional time be denied.

This matter will be on the agenda for the December 12-13 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Tom Edwards
FBK:fp ms

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST
FOR
INCREASE IN NUMBER OF WORKDAYS
TO
COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission
Salem, Oregon

Date October 17, 1960

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 80 days to 84 days, within which to complete our Contract No. ________, without the assessment of liquidated damages. The said contract is described as follows:

Contract No. 5675, Portland City Streets Paving Project, Multnomah County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

per letter hereto attached.

Respectfully submitted,

PORTER W. YETT
Contractor

By Ben H. Yett Jr.
BEN H. YETT, JR.

CONSENT OF SURETY

Date October 27th, 1960

We, CONTINENTAL CASUALTY COMPANY

________________________________, as surety on the bond guaranteeing the completion of the contract abovenamed and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. F. Westenfelder
Attorney-in-fact

COUNTERSIGNED:
TATE, WESTENFELDER & BERG. INC.
Resident Agent

Resident Agent

By H. F. Westenfelder

(SEAL)

OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS TO COMPLETE CONSTRUCTION CONTRACT

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5678 Contractor Porter W. Yett

Highway City Streets

Section Portland City Streets

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

The Contractor did not begin work until 55 of the 80 work days had been charged. No changes in plans or specifications were made and no additional quantities were added to the project.

Recommended for Approval:

E S Hunter
Asst. Division Engineer

W B Klaboe
Construction Engineer or Bridge Engineer

Forrest Cooper
Deputy State Highway Engineer

Contract No: 5678

Project designation State
State-Federal

Date awarded April 21, 1960

Work started August 25, 1960

Per cent completed 100

Date

No. of Workdays Allowed 80

No. of Workdays Used 84

No. of Added Workdays Requested 4

October 17, 1960

Mr. John Burton, Resident Engineer
2131 S. W. Scholls Ferry Road
Portland 1, Oregon

Dear Mr. Burton:

We request herewith an extension of time of four days to complete State Highway Contract No. 5675, based on the following reasons:

1. Restrictions on our hours of work on certain City Streets of the Project, prevented our getting the hours of production, and consequently, the volume of production we had scheduled as necessary to complete the Project in the time we had remaining.

2. The necessity of laying many of the intersecting streets in half sections to maintain traffic flow, also slowed operations and increased the amount of time over what normal construction practice would have indicated necessary to do this phase of the work.

3. Neither the Contract nor the Plans for this construction, indicated the amount of material to be placed in intersections on the Project. Major intersections required more hand work and consequently more time to complete. The work as directed, does enhance the appearance and riding qualities of the Project, but again there was no way for the contractor to determine the extent of the work required.

4. We, the Contractor, and to our knowledge none of the other people associated with the Project, had ever laid a feather mix as indicated on the Project plans. This item was a part of the Contract and it was our responsibility to determine the construction method, but the only way to determine the method was by trial and this was another time consuming factor.

We trust you will consider each of these factors in considering the request for additional time to complete the Project to your satisfaction.

Very truly yours,

PORTER W. YETT

By Ben H. Yett Jr.
Ben H. Yett, Jr.

BHY:c

OPERATING HOURS LOST

Contract No. 5675

2 hours per day on 14 operating days for work hour restrictions - 28 hrs. Total.

1 hour for each of 9 major intersections for laying intersections by halves - 9 hrs. Total.

10 hours estimated lost time for hand feathering at all of the intersections - 10 hrs. Total.

Total Time 47 hours

Approximately 6 operating days - lost time.

Form E-1—(Rev.)-

26-1047
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 19, 1960

Section Portland City Street Paving

Kind of work Paving

Highway City Streets County Multnomah

Section prefix 26-1047

Contractor Porter W. Yett

Contract number 5675

Date of contract April 21, 1960

Specified work days 80

Date work started August 25, 1960

Work days used 84

Project authorization $135,977.63

Exclusive of engineering $126,308.11

Per cent of time elapsed 105 %

Estimated cost of completed project, exclusive of engineering $108,450.29

Estimated per cent ~~overrun~~ or underrun 14.1 %

Per cent of contract completed, based on estimated cost ~~100x~~ 100 %

Engineering authorization $9669.52

Engineering cost to date $12,325.00 127.5 %

Date project was completed October 14, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final submitted to Division Office on Thursday.

Final Report.

NOTED

Signed John H. Burton
John H. Burton Resident Engineer

Address 2131 SW Scholls Ferry Road, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					5.8
Miles partially completed					
Miles completed					5.8
Total estimated quantities (contract)					18,000
Total quantities corrected to date					16,105
Estimated quantities moved or placed to date					16,105
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
NOV 17 1960

FOR FILING
26-1047

5675

November 16, 1960

Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4
Illinois

Gentlemen:

It is the intention of the State Highway Commission to release to Porter W. Yett a portion of the funds heretofore retained by the Commission on contract #5675 for paving Portland city streets, Multnomah County.

This payment, in the amount of $15,413.20, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,998.44. The present payment will be released on or after November 26, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Continental Casualty Co.,
Northwest Branch Office
105 Cobb Bldg.,
Seattle 1, Washington

cc: Mr. Porter W. Yett
6500 NE Ainsworth Street
Portland 18, Oregon

RECEIVED
JUN -7 1960
FOR FILING
26 1047
5675

A

FORM E-139

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Mr. Porter W. Yett
6500 NE Ainsworth St.,
Portland 18
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5675, awarded April 21, 1960, for paving Portland City Streets Project in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
[illegible] 1960
FOR FILING
[illegible]-047

5675

April 22, 1960

Porter W. Yett
6500 N. E. Ainsworth St.
Portland 18, Oregon

Dear Mr. Yett:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5675 for pavement resurfacing on Portland City Streets (Pacific West, Mt. Hood, Sandy Blvd. and Pacific East Highways) in Multnomah County.

This award was based on your bid of $111,894, which was the low bid submitted to the Commission on April 19, 1960, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

28-1030 Moro-Grass Valley Sec. of Sherman Hwy. (Paving) 1960
#5676

RECEIVED
JUL 28 1961
FOR FILING

5676

July 26, 1961

Moro-Grass Valley
Contract No. 5676

FINAL COST ANALYSIS
Pave
Contractor: Babler Bros.
Resident Engineer: Vernon Shull

Sherman Highway
Prefix No. 28-1030-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revnue
Class B Asph. Concrete	2,714.135	Ton	7.50	5.90	16,028.93	20,356.01
RS-2 Asphalt	8.16	Ton	60.00	46.54	379.77	489.60
Purch. Exc. 85-100 Asphalt	12.095	Ton	27.50	27.50	332.61	332.61
Flagging					200.82	200.82
Signing					127.49	139.40
					$17,069.62	$21,518.44

Gross Revenue	$ 21,518.44
Total Cost	17,068.62
Net Porfit	$ 4,449.82

Net Profit equals 20.7% of Gross Revenue

DETAIL OF COSTS - Contract No. 5676

Labor:						
Labor					$ 2,960.97	
Labor Insurance, Health and Welfare					496.13	$ 3,457.10
Equipment Rental and Miscellaneous Supplies:						
Equipment Rental, Owned					1,924.48	
Equipment Rental, Hired					2,213.80	
Gas, Oil and Grease					559.34	
Bond					137.88	
P.L. and P.D. Insurance					42.34	
Miscellaneous Small Tools					213.06	
Home Office and General Overhead					350.00	5,440.00
Materials:						
Aggregates	2,714.135	Ton	@	$1.15	3,121.26	
85-100 Asphalt	154.49	Ton	@	$24.00	3,707.76	
Freight	154.79	Ton	@	$7.00	1,065.98	
RS-2 Asphalt	8.16	Ton	@	$27.00	220.32	
Freight	8.16	Ton	@	$7.00	56.30	8,171.62
					TOTAL COST	$ 17,069.62

Remarks - Contract No. 5676

This was a "State Project" calling for the construction of 1.87 miles of asphaltic concrete pavement, involving approximately 3,000 tons of asphaltic concrete.

The northerly end of Unit "A" was at mile post 19.60, which mile point is approximately 0.74 mile south of the city limits of the town of Moro. The southerly end of Unit "A" was at mile point 20.90, which mile point is approximately 2.04 miles south of the city limits of the town of Moro.

The north end of Unit "B" was at Mile Point 27.19, which mile point is approximately 0.19 mile north of the city limits of the town of Grass Valley. The southerly end of Unit "B" was at mile point 27.76, which mile point is approximately 0.25 mile south of the north city limits of the town of Grass Valley. The overall length of the two units was 1.87 miles.

Bid proposal was received April 19, 1960. Work began August 16, 1960 and was completed August 17, 1960. Aggregates were purchased from Frank Baulne who was crushing for C.R. O'Neil on S.Unit, Grass Valley-Kent Section of Sherman Highway. Contractor was subcontractor on paving on above-mentioned project and materials were hauled from same set up.

Equipment used on project: Paving plant, D8 with dozer, front end loader, two rollers, two pickups and rented trucks.

Good supervision and equipment in good shap resulted in a very good profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
NOV -7 1960
FOR FILING
24-1630

5676

November 4, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5676 for paving the Moro-Grass Valley Section of Sherman Highway in Sherman County was completed by the contractor, Babler Bros. Inc., on August 17, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $957.98 will be released to the contractor on or after November 14, 1960. The total contract amount is $21,518.44, of which amount $340.22 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP 21 1960
FOR FILING
[illegible]
5676

September 21, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros. Inc., on contract #5676 for paving the Moro-Grass Valley Section of the Sherman Highway in Sherman County.

This payment, in the amount of $20,560.46, will be released to contractor on or after October 1, 1960. The retained percentage is $625.37.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Form E-1—(Rev.)—

28-1030

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 20, 1960

Section Moro-Grass Valley

Kind of work Paving

Highway Sherman County Sherman

Section prefix 28-1030

Contractor Babler Bros., Inc.

Contract number 5676

Date of contract April 21, 1960

Specified work days 90

Date work started Aug. 2, 1960

Work days used 62

Project authorization $ 27,315.00

Exclusive of engineering $ 25,372.60

Per cent of time elapsed 68.9 %

Estimated cost of completed project, exclusive of engineering $ 22,242.00

Estimated per cent overrun or underrun - 12.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,942.40

Engineering cost to date $ 1,300.00, 66.9 %

Date project was completed 8-17-60, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Babler commenced paving Monday AM and completed Wednesday PM.

Completed clean-up and moving out Wednesday PM and released from the job.

The Semi-Final will be submitted as soon as all #### payroll data, Asphalt invoices Etc. are received and checked.

This is the final report.

CONSTRUCTION DIVISION
RECEIVED
AUG 22 1960
NOTED-- EB
CE AE ACE COE

NOTED

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Vernon E. Shell

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1.87
Miles partially completed					1.87
Miles completed					1.87
Total estimated quantities (contract)					3,000 ton
Total quantities corrected to date					2,714
Estimated quantities moved or placed to date					2,714
Average daily quantities					905
Average daily quantities necessary to complete project on time					0
Number shifts per day					1
Hours per shift					10
Average force on project for week					18

Men	15
Supervision	3
Men and trucks under 3 tons	
Men and trucks over 3 tons	12
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers 1, 1 Finisher, 1 hot plant., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cloudy	0	
Tuesday	cloudy	0	
Wednesday	fair	0	Job completed in PM
Thursday			
Friday			
Saturday			

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUN -7 1960
FOR FILING

28-11-30

5676

June 7, 1960

Babler Bros., Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5676, awarded April 21, 1960,
for paving the Moro-Grass Valley Section
of the Sherman Highway in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

A

RECEIVED
APR 25 1960
FOR FILING
28-1030
5676

April 22, 1960

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland 2, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5676 for paving on the Moro-Grass Valley Section of the Sherman Highway in Sherman County.

This award was based on your bid of $22,980, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

331-1712 Cove (Hill St.-E. City 1960
Lim.) Grad. & Pav. Proj.
#5677

Sp. State Tax Street Fund # 123

RECEIVED
C 29 1960
FOR FILING

331-1712

5677

December 28, 1960

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland 4, Oregon

Attention: Lorus M. Conser, Manager

Gentlemen:

We have received a letter dated December 27 from J. C. Compton Company, McMinnville, informing us that Bechtel Brothers have paid their account in full (amount unknown). This appears to be in connection with Bechtel Brothers' Contract 5677, grading-paving the Hill Street-East City Limits Section in Cove, Union County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by: C. W. Head, Assistant Secretary

CWH:rj

cc: Reynolds Insurance Agency, LaGrande
Bechtel Brothers, LaGrande
Commission
W. C. Williams
Forrest Cooper

NOTED ON CARD
lc

December 28, 1960

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

This is to acknowledge your letter of December 27 informing us that Bechtel Brothers has paid their account with you in full. Our records indicate that this is in connection with the Bechtel Brothers' Contract 5677, grading-paving the Hill Street-East City Limits Section in Cove, in Union County.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by: C. W. Head, Assistant Secretary

CWH:rj

NOTED ON CARD

J. C. COMPTON CO.
HIGHWAY CONSTRUCTION GENERAL CONTRACTORS
Home Office—Telephone 1061
McMINNVILLE, OREGON

December 27,1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Bechtel Bros. General Contractors
Contract #5677
Cove(Hill St.-E. City Limits)
Section

Dear Sir:

On December 19,1960 we wrote to you about filing a claim against the above mentioned contract. Please be advised that the balance due us on this contract has now been paid in full.

Respectfully
J. C. COMPTON CO.
Kenneth Twedt
Kenneth Twedt

cc: Bechtel Bros.
U. S. Fidelity and Guaranty Co.
% Reynolds Insurance Co.

RECEIVED
DEC 28 1960
OREGON
STATE HIGHWAY COMMISSION

December 23, 1960.

J. C. Compton Co.,
McMinnville,
Oregon.

Gentlemen:

Enclosed is our check in the amount of $651.53, which is additional payment on and above the contract as per our agreement for which we mailed you a check for $5,247.58, which was at the rate of $10.00 per ton as per your verbal quotation. I am sure the next time we do business with your company, we will have it in writing so that there will be no misunderstanding about the costs.

Very truly yours,

BECHTEL BROS.

Roy Bechtel

Roy Bechtel
Partner

RB:kh

cc: State of Oregon
U. S. Fidelity and Guaranty Co.
Reynolds Insurance Co.

NOTED
LLOYD QUERY

RECEIVED
DEC 27 1960
OREGON
STATE HIGHWAY COMMISSION

BECHTEL BROTHERS
GENERAL CONTRACTORS
Commercial and Industrial Building and Excavating
P. O. Box 792
LA GRANDE, OREGON

RECEIVED
-6 1961
FOR FILING
331-1712

W. C. Williams

NOTE
W. C. WILLIAMS

December 23, 1960

Cove (Hill St. -E. City Limits)
Contract No. 5677

FINAL COST ANALYSIS

Grade and Pave
Contractor: Bechtel Bros.
Resident Engineer: Thomas Bradd

City Street
Prefix No. 331-1712

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excav., Unclass.	15.24	Cu.Yd.	4.00	4.67	71.26	60.96
General Excav., Unclass.	290.20	Cu.Yd.	2.00	2.34	680.83	580.40
12" Concrete Pipe	63.00	Lin. Ft.	2.20	1.95	123.01	138.60
24" Concrete Pipe	21.00	Lin. Ft.	6.00	5.65	118.63	126.00
Coarse Cr.Mat'l in Base	445.00	Cu.Yd.	4.85	4.35	1,936.80	2,158.25
1"-0 Cr. Mat'l in Base	1,023.00	Cu.Yd.	5.10	4.45	4,556.72	5,217.30
Sprinkling	55.10	M-Gal.	3.00	1.70	94.00	165.30
*Cl."B" Asphaltic Concrete	651.065	Ton	12.00	11.02	7,180.72	7,812.78
					$ 14,761.97	$ 16,259.59

Gross Revenue	$ 16,259.59
Total Cost	14,761.97
Net Profit	$ 1,497.62

Net Profit equals 9.21% of Gross Revenue

* Work done by J.C. Compton Co.

DETAIL OF COST - Contract No. 5677

Labor:			
Labor and Supervision		$ 1,492.29	
Labor Insurance		160.12	
Health and Welfare		44.30	
Pension		14.80	$ 1,711.51
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		1,061.23	
Equipment Rental, Hired fully operated		706.00	
Gas, Oil and Grease		435.00	
Bond		122.93	
Home Office and General Overhead		51.79	
Move In		150.00	
Small Tools and Misc. Supplies		218.08	2,745.03
Materials:			
12" Concrete Pipe	63 Lin. Ft. @ $1.25	78.75	
24" Concrete Pipe	21 Lin. Ft. @ $3.75	78.75	
Coarse Cr. Mat'l	445 Cu. Yd. @ $2.00	890.00	
1"-0 Cr. Mat'l	1,023 Cu. Yd. @ $2.10	2,148.00	3,195.80
Subcontractor:			
J.C. Compton Co.	651.065 Ton Cl."B" A.C. @ $10.92	7,109.63	7,109.63
	TOTAL COST		$ 14,761.97

Remarks - Contract No. 5677:

This was a "State Project" consisting of the widening of 0.32 mile of city street roadbed, involving 290.20 cubic yards of roadbed excavation; the construction of 0.32 mile of stone base and shoulders, involving 1,468 cubic yards of crushed materials; and the construction of 0.32 mile of asphaltic concrete pavement, involving 651.065 tons of asphaltic on the Cove (Hill Street-East City Limits) Section of city streets in Union County.

This project was bid on April 19th, awarded April 21st, and completed September 6, 1960.

The contractor began work August 15, 1960 with an equipment spread of one shovel, one scoppmobile, five dump trucks, one grader, and one dozer. After three days work, the excavation and grading were completed.

The placing of crushed base was started August 19th. The crushed materials were furnished by The La Grande Pipe Company. The contractor did the hauling. The stone base was all placed and processed August 31st.

J.C. Compton began placing the Class "B" asphalt on September 1st. The paving aggregates were produced at Island City and hauled to the Compton asphalt plant which was set up on the Perry-Oro Dell Section. The asphaltic concrete was mixed there then hauled to Cove. The paving was completed September 2, 1960.

The contractor made a very good profit on this project. The loss on item two was due to a 30% under run.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
DEC 23 1960
FOR FILING
321-1712
5677

December 22, 1960

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. Lotus M. Conser
Manager

Gentlemen:

A letter, dated December 19, has been received from J. C. Compton Co., McMinnville, advising that Bechtel Bros. owe them for paving (amount not stated), in connection with State Highway Contract No. 5677. This appears to be the Bechtel Bros. contract for grading and paving Hill St.-E. City Limits in Cove in Union County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Reynolds Insurance Agency
P. O. Box 898
La Grande, Oregon

Bechtel Bros.
P. O. Box 792
La Grande, Oregon

Commissioners
W. C. William
Forrest Cooper

CWH:fp

NOTED ON CARD

RECEIVED
DEC 23 1960

FOR FILING
[illegible]1-1912.

5677

H

December 22, 1960

J. C. Compton Co.
McMinnville
Oregon

Gentlemen:

This is to acknowledge your letter of December 19 stating that Bechtel Bros. owe you for paving in connection with Contract No. 5677 for grading and paving the Hill St.-E. City Limits Section in Cove in Union County.

This contract was completed September 6, 1960 and accepted by the State Highway Commission September 29, 1960. The U. S. Fidelity & Guaranty Company, through Reynolds Insurance Agency, P. O. Box 898, La Grande, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond it should be filed with the Secretary of State within six months after acceptance of the contract by the Highway Commission. As requested, we are attaching excerpts from the Oregon laws outlining the filing procedure.

In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD

J. C. COMPTON CO.

HIGHWAY CONSTRUCTION — GENERAL CONTRACTORS

Home Office—Telephone 1061
McMINNVILLE, OREGON

December 19,1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Bechtel Bros. General Contractors
Contract #5677
Cove(Hill St.-E. City Limits)
Section

Dear Sir:

We wish to file a "Notice of Claim" with the Commission for the balance due us for paving the above mention section.

We understand that there is a form prescribed by statute for this purpose. Would you please send us the necessary forms and instructions for filing our claim.

Respectfully
J. C. COMPTON CO.

J. C. Compton

NOTED
FLOYD QUERY

RECEIVED
1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 10 1960
FOR FILING
331-1712

5677

November 9, 1960

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5677 for grading-paving the Hill St.-East City Limits Section in Cove, Union County, was completed by the contractor, Bechtel Bros., on September 6, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $500.00 will be released to the contractor on or after November 19, 1960. The total contract amount is $16,259.59, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP 27 1960
FOR FILING

221-1912

5677

September 26, 1960

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Bechtel Bros., on contract #5677 for grading-paving the Hill St.-East City Limits Section of the Cove Secondary Highway in Union County.

This payment, in the amount of $15,759.59, will be released to contractor on or after October 6, 1960. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)-

331 - 1712

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 9, 1960

Section Cove (Hill St. - East City Limits)

Kind of work Grading & Paving

Highway City Street County Union

Section prefix 331 - 1712

Contractor Bechtel Bros.

Contract number 5677

Date of contract April 21, 1960

Specified work days 70

Date work started August 17, 1960

Work days used 70

Project authorization $18,552.94

Exclusive of engineering $17,233.62

Per cent of time elapsed 100%%

Estimated cost of completed project, exclusive of engineering $16,259.99

Estimated per cent overrun or underrun . . . . -1.1%%

Per cent of contract completed, based on estimated cost 100%

Engineering authorization $1319.32

Engineering cost to date $964.46, 73%

Date project was completed September 6, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This grading and paving project was completed on Tuesday of this week. Contractor has removed all of his equipment out and the cleaning has been finished. The project looks all right.

One man worked ~~all~~ in office on the semi-final estimate which should be ready to send in the middle of next week.

DIVISION
RECEIVED
SEP 12 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE AAE ACE COE

NOTED

NOTED
C. E. PAULSEN

Signed

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.32	0.32			0.32
Miles partially completed	0.32	0.32			0.32
Miles completed	0.32	0.32			0.32
Total estimated quantities (contract)	390 c.y	1410 c.y.			680 Tons A.C.
Total quantities corrected to date	290 c.y.	1468 c.y.			651
Estimated quantities moved or placed to date	290 c.y.	1468 c.y.			651
Average daily quantities	Completed	Completed			Completed
Average daily quantities necessary to complete project on time	"	"			"
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		9			

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., 5 Trucks, 1 Waterwagon, 1 Scoopmobile

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Ptly. Cldy.		
Tuesday	Fair		
Wednesday			
Thursday			
Friday			
Saturday			

A

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUN - 7 1960
FOR FILING

331-1712

5677

June 7, 1960

Bechtel Bros.,
2107 Depot St.,
La Grande
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5677, awarded April 21, 1960, for grading-paving Will St.-E. City Limits Section in Cove, Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

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APR 25 1960
FOR FILING

331 1712

5677

April 22, 1960

Bechtel Bros.
P. O. Box 792
La Grande, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5677 for grading and paving in the City of Cove in Union County.

This award was based on your bid of $16,391.50, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

p

RECEIVED
MAR 30 1960
FOR FILING
331-1712

5677

March 29, 1960

Guyene J. Martin, City Recorder
City Hall
Cove, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Cove a fully executed copy of an agreement between the State Highway Commission and the City of Cove covering the Special City Allotment project on Second St. in Cove.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

P

RECEIVED
MAR 30 1960
FOR FILING

Salem, Oregon
March 29, 1960

Sp. State Fed St. Funds # 123

Special City Allotment Project
City of Cove

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. H. C. Ayers
Field Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Cove covering the Special City Allotment project on Second Street in the City of Cove.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Cove, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1960

SUBJECT: Special City Allotment Project
City of Cove

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Second Street project in Cove. Two copies have been signed by the appropriate officials and, after having received your signature of approval, are ready to present to the Highway Commission.

The project was approved by the Commission 12/16/59.

H C Ayers
H. C. Ayers
Field Engr., County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

RECEIVED
R 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
DATE 12-16-59 Min Page 16
Floyd Query
Secretary

Cove (Hill St. - E City Limits) Section

Grading and Paving

ESTIMATE

			June 3/14/60	
Item No.	Item	Quantity	Unit Price	Amount
1	Drainage Excavation, Unclassified	12 cu.yds.	5.00	$ 60.–
2	General Excavation, Unclassified	390 " "	1.25	487.50
3	12-inch Concrete Pipe	30 Lin.Ft.	3.00	90.–
4	24-inch Concrete Pipe	24 " "	6.50	156.–
5	Coarse Crushed Material in Base	410 cu.yds.	3.40	1394.–
6	1"-0 Material in Base	1000 " "	3.50	3500.–
7	Sprinkling	35 M.Gals.	4.00	140.–
8	~~[illegible]~~ Class "B" Asphaltic Concrete	680 Tons	12.00	8160.–
~~9~~	~~[illegible]~~			
				13987.50
	Anticipated Items:			
	Flagging (State Share) 100.00			100.–
				14087.50
			12½%	1760.94
			Total	$ 15848.44

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MAR 14 1960

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[illegible] 15 1960
FOR FILING

331-1712

5677

2-8-60

LOCATION PROSPECTUS
HILL STREET TO EAST CITY LIMITS
SECOND STREET, COVE
UNION COUNTY

The following prospectus is submitted concerning the above-mentioned section of Second Street in Cove. The overall length of the project is 0.30 mile.

This will be a location survey to prepare plans, specifications and estimates for placing level course and paving on existing base.

The typical section will consist of a 20-foot traveled way with variable shoulders, 2 feet to 3 feet in width. The approved base design by G. L. Decker is:

Paving, Base and Wear	3"	A. C.
Top Course, Base	4"	3/4"-0 Crushed
Bottom Course, Base (Existing)	8"	Coarse Crushed
Total Depth	15"	

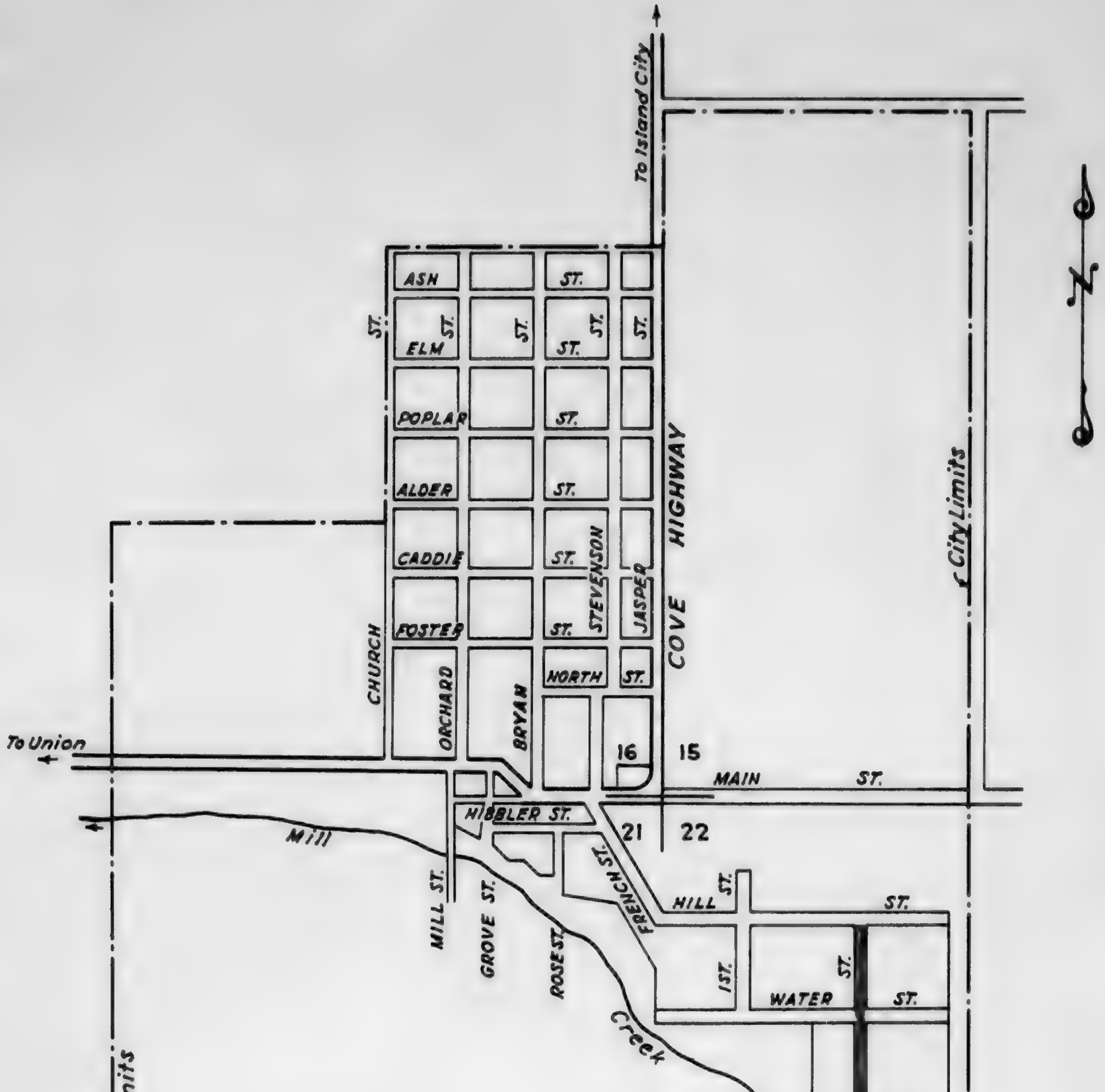
Final agreements with the county will be necessary.

February 8, 1960

Attach.

cc W. C. Williams
Forrest Cooper ✓
G. S. Paxson (2)
Tom Edwards
A. F. Parson (2)
Thomas Bradd
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER


To Island City
N
ASH ST.
ELM ST.
POPLAR ST.
ALDER ST.
CADDIE ST.
FOSTER ST.
NORTH ST.
CHURCH ST.
ORCHARD ST.
BRYAN ST.
STEVENSON ST.
JASPER ST.
COVE HIGHWAY
℄ City Limits
To Union
16
15
21
22
MAIN ST.
HIBBLER ST.
Mill Creek
MILL ST.
GROVE ST.
ROSE ST.
FRENCH ST.
HILL ST.
1ST.
WATER ST.
ST.
HIGH ST.
2ND.
CO. ROAD
℄ City Limits

COVE

Scale 1"=800'

NOTED
C. G. SWENSON

December 18, 1959

Mrs. Guyene J. Martin
City Recorder
Cove, Oregon

Dear Mrs. Martin:

On 12/16/59, the State Highway Commission approved the City's request for a construction project on Second Street from Hill Street to the east city limits under the provisions of the Special City Allotment fund act.

You will be contacted in the near future to work out details of the project and negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By: C. G. Swenson
Engineer, County and City Relations

HCA:mm

$250,000 '60 Cove

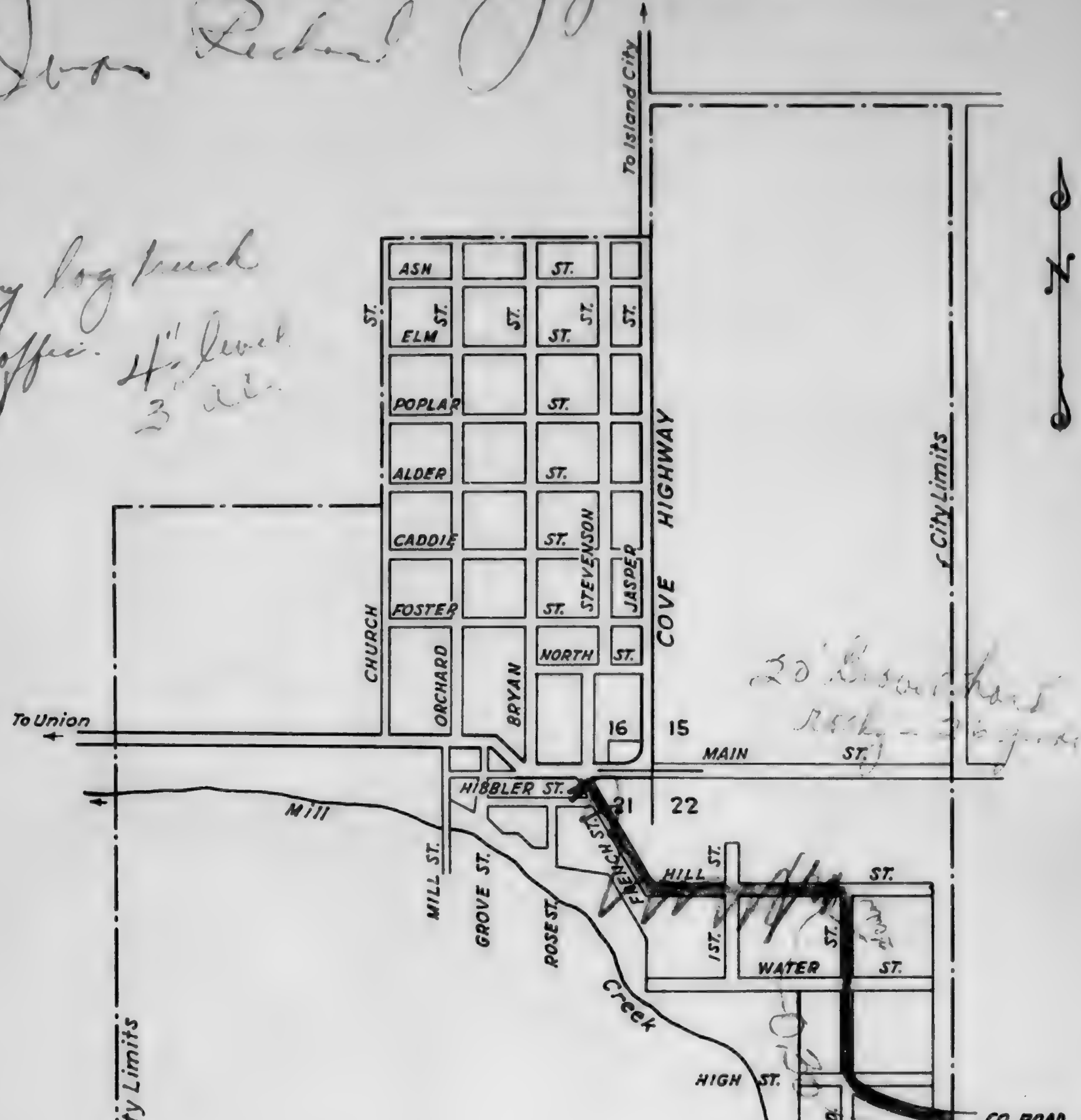
Investigated condition and use of Second Street and found it to be in poor condition and very heavily used by log trucks and in need of paving.

Believe we should recommend this project.

H C Ayers

Jay M. Martin

Heavy log truck traffic. 4" level 3" [illegible]


To Island City
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ELM
POPLAR
ALDER
CADDIE
FOSTER
NORTH
CHURCH
ORCHARD
BRYAN
STEVENSON
JASPER
COVE HIGHWAY
City Limits
N
To Union
16
15
MAIN
HIBBLER ST.
21
22
Mill
Creek
MILL ST.
GROVE ST.
ROSE ST.
FRENCH ST.
HILL
1ST.
WATER
HIGH ST.
2ND.
CO. ROAD
20' [illegible]
Rocky - [illegible]

COVE

Scale 1"=800'

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROPOSED PROJECT BASE DESIGN PROPOSED

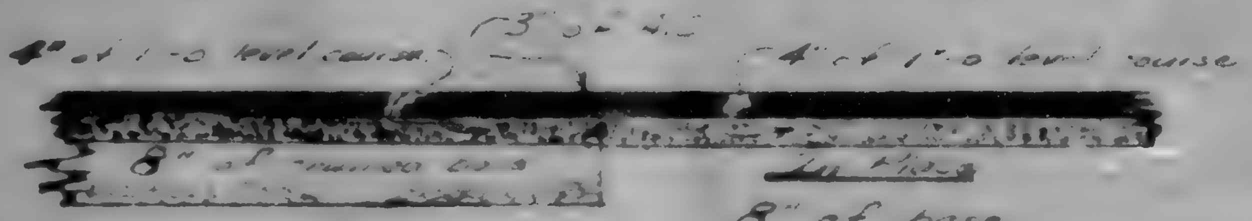
Section 2nd St. (From Hill St. – East City Limits) Highway City of Cove County Union Prefix
Dec. Engr. Length of Project Miles. Sta. to Sta. Date 9-22-59

First Penetration – #30" **TYPICAL SECTIONS** Traffic Classif. – Medium Heavy

SOIL SURVEY AND RECOMMENDED SURFACING
THICKNESS COMPLETED AT THE REQUEST OF H.
C. AYERS, COUNTY – CITY.

9-22-59

New Work Existing Roadway



8" of base
Full Credit

Typical Soil
55 LL
7 PI
59 % Gravel or Rock
16 % Sand
16 % [illegible]
7 % Clay
56 "R" Value

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SEP 28 1959

Required Base & Gear: Crushed	Required Base & Gear: Not Crushed	Designed Base: Exist. Surf. Allow.	Designed Gear: New Work
			4
			8

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Suitable material source to be determined by the Engineer.											

Submitted by [illegible]
Soils Assistant

Recommended by [illegible]
Engineer of Materials

Recommended by [illegible]
Construction Engineer

Approved by [illegible]
Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

I
COOPERATION

Union, Oregon
January 22, 1959

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Reference is made to the attached application by the City of Cove, Oregon for participation in the highway fund allotted to cities under 5,000 population.

The Forest Service has recently sold 11,400 M bd. ft. of timber to the Western Stud Mill of Elgin. The timber from this sale will flow from Forest and County roads on to 2nd Street, an unsurfaced road, within the Cove city limits. From 2nd Street it will go over Hill and French Streets to the highway.

Present plans call for additional sales in the area. Volume from these sales will travel the same route to any point of manufacture.

Yours very truly,

V E Livingston

V. E. Livingston
District Ranger

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JAN 26 1959
ENGINEER [illegible]
COUNTY & [illegible]

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Cove is an incorporated city of the State of Oregon, and has a population of 300, as given by the latest official census, and

WHEREAS, the following streets of said city, Second Street

RECEIVED
JAN 26 1959
ENGINEER
COUNTY & CITY RELATIONS

Form cc-50 (1953 Rev.)
Special City Allotment

from its intersection with Hill Street to the city limit at its Junction with the County road.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Second Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Cove does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Jay M. Martin as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of January, 1959.

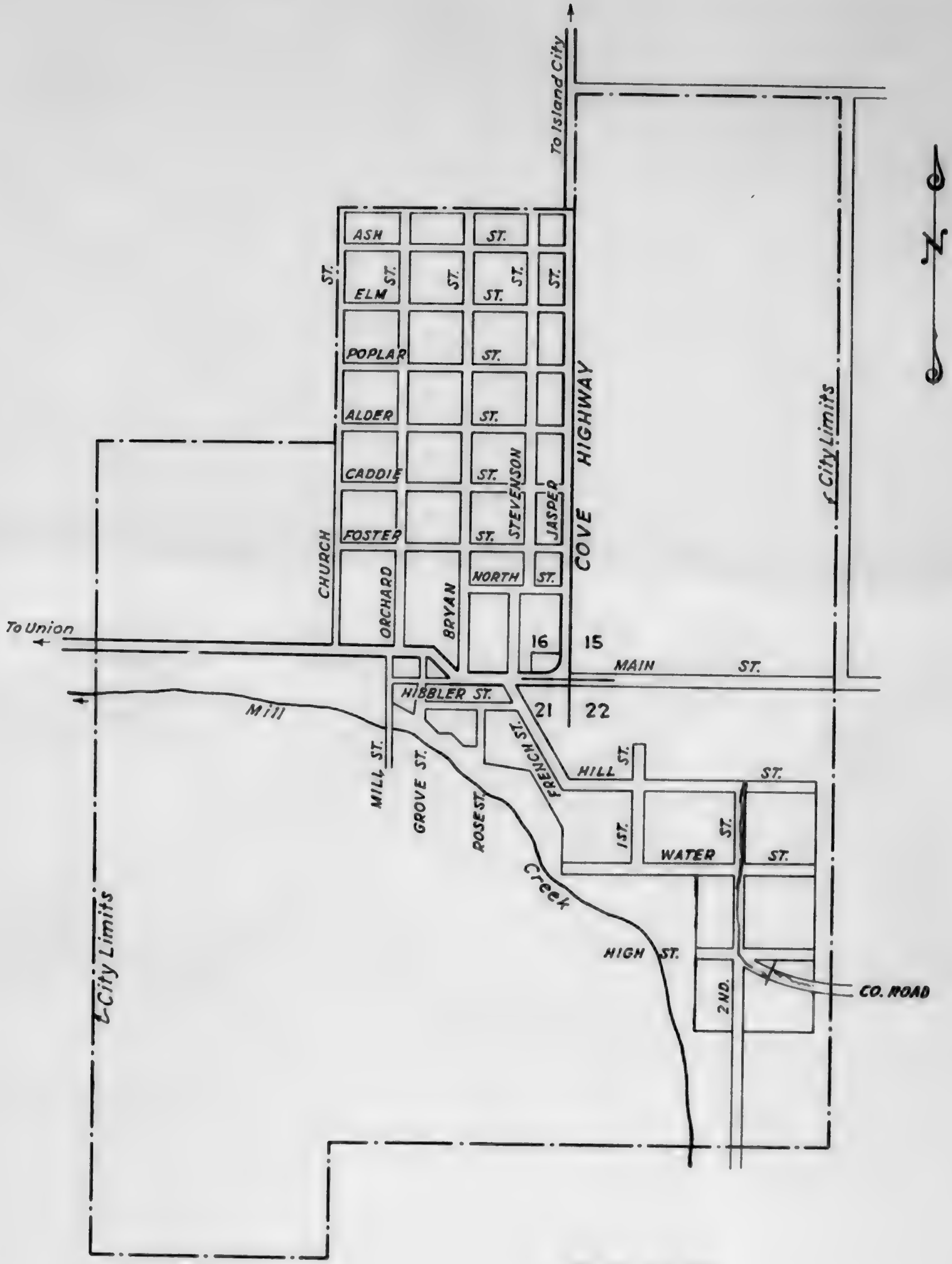
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cove at a regular or special meeting of said Council, held on the 5th day of January, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5th day of January, 1959.

Guyene J. Martin
City Recorder


To Island City
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ALDER
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CADDIE
ST.
FOSTER
ST.
CHURCH
STEVENSON
JASPER
COVE HIGHWAY
NORTH
ST.
ORCHARD
BRYAN
To Union
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15
MAIN
ST.
HIBBLER ST.
21
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Mill
Creek
MILL ST.
GROVE ST.
ROSE ST.
FRENCH ST.
HILL
ST.
ST.
1ST.
WATER
ST.
ST.
HIGH ST.
2ND.
CO. ROAD
City Limits
City Limits

COVE

Scale 1"=800'

33-1069 Willow Cr.-Jefferson Co. Line 1960
Sec. of Warm Spr. Hwy. (Pav.)
#5678

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[illegible] 21 1961
FOR FILING

August 16, 1961

Willow Cr.-Jefferson Co. Line
Contract No. 5678

FINAL COST ANALYSIS

Asph. Conc. Paving and Shoulder Mat'ls
Contractor: Dorman Construction Co.
Resident Engineer: W.J. Scofield

Warm Springs Highway
Prefix No. 33-1069-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asph. Concrete Mixture	24,934.41	Ton	3.80	3.63	90,612.90	94,750.76
Asph. in Mixture	1,774.72	Ton	30.00	29.60	52,531.71	53,241.60
RS-2 Asphalt	18.58	Ton	50.00	44.60	828.67	929.00
3/4"-0 Mat'l in Shoulders	6,033	Cu. Yd.	3.25	3.12	18,822.97	19,607.25
Price Adj. for Sub-Std. 3/4"-0 Rock	3,000	Cu. Yd.		0.15		-450.00
Liquidated Damages	2	Day		125.00		-250.00
Flagging					1,063.27	1,063.27
					$162,796.25	$168,891.88

Gross Revenue	$ 168,891.88
Total Cost	162,796.25
Net Profit	$ 6,095.63

Net Profit equals 3.6% of Gross Revenue

DETAIL OF COST - Contract No. 5678

Labor:		
Labor	$ 30,395.06	
Labor Insurance	3,434.64	$ 33,829.70
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental	47,425.14	
Gas, Oil and Grease	13,001.18	
Bond	869.39	
Freight and Postage	480.00	
P.L. and P.D. Insurance	379.94	
Move In	7,337.72	
Small Tools and Miscellaneous Supplies	909.00	
P.U.C. Permits	360.00	
Home Office and General Overhead	5,066.76	75,829.13
Materials:		
1,774.72 Tons Asphalt in Mix @ $24.00	42,593.28	
1,774.72 Tons Asphalt Freight @ $5.60	9,938.43	
18.58 Tons RS-2 @ $27.00	501.66	
18.58 Tons RS-2 Freight @ $5.60	104.05	53,137.42
	TOTAL COST	$ 162,796.25

Remarks - Contract No. 5678

This was a "State Project" calling for the construction of 18.35 miles of asphaltic concrete pavement, involving approximately 27,360 tons of asphaltic concrete, and the placing of 4,800 cubic yards of crushed shoulder materials.

The northerly end of the project was at Mile Point 78.03, which mile point is located approximately 0.07 mile north of the bridge over Willow Creek, approximately 6.8 miles southerly from Wapinitia Junction. The southerly end of the project was at Mile Point 96.48, which mile point is at the Jefferson County Line, approximately 3.8 miles southerly of the bridge over Mill Creek. The overall length of the project was 18.45 miles.

The project was bid April 19, 1960 and awarded April 21, 1960. The contractor started moving in crusher June 24th; crushing started July 5th and was completed July 19, 1960. The paving plant was moved in and paving started September 14, 1960 completing October 14, 1961.

Equipment used on the project: Complete crushing plant, two D8's with dozers, five 18-yard end dump trucks, five 12-yard bottom dump trucks, three 10-yard dump trucks, T.D. 14, 10-T Ferguson roller, three-legged iron wheel roller, rubber tire roller, Mod. 12 cat grader, water wagon, Barbur-Greene paver and miscellaneous small tools.

The contractor over-estimated the amount of crushed materials in stockpile and consequently ran out of paving aggregates which caused considerable delay and necessitated the moving of the crushing plant from Hanley Ranch in Southern Oregon back to gravel source on Warm Springs Highway. This proved very costly and resulted in only a small profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

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DEC 28 1960
FOR FILING
33-1169
36K

December 27, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5678 for paving the Willow Creek-Jefferson County Line Section of the Warm Springs Highway in Wasco County was completed by the contractor, Dorman Const. Co., on October 28, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $5,204.61 will be released to the contractor on or after January 6, 1961. The total contract amount is $168,891.88, of which amount $1,063.27 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Dorman Const. Co.,
2818 East 1st Street
Vancouver
Washington

RECEIVED
DEC 13 1960
FOR FILING

33 1069

[illegible]

December 12, 1960

Dorman Construction Co.,
2818 West 1st Street
Vancouver
Washington

Gentlemen:

The State Highway Commission at its meeting held on December 12, 1960, had under discussion your request for an extension of time for 5 additional workdays from 95 days to 100 days within which to complete your contract #5670 without the assessment of liquidated damages, for paving the Willow Creek-Jefferson County Line Section of the Warm Springs Highway in Wasco County.

We are pleased to inform you that the Highway Commission granted you 5 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: A. B. Johnson
Willard Scofield
Tom Edwards
R. L. Porter
C. H. Maison

RECEIVED
DEC 12 1960
FOR FILING
33-1069
5678

December 9, 1960

Request for extension of time
No. 7
December 12-13 meeting

Oregon State Highway Commission

Gentlemen:

The contractor on the Willow Creek-Jefferson County Line Section of the Warm Springs Highway, Contract No. 5678, has requested an increase in workday time of five days without the assessment of liquidated damages. During the progress of the project, it became apparent that substantial improvement to the shoulders could be accomplished at a small cost if accomplished with excess State reject rock and State crews. This improvement involved raising the low spots in the shoulders and widening shoulders where possible. The work was done as outlined.

As a result of this work by State forces, the contractor was required to produce and place an additional 1,300 yards of shoulder material, which took two days to produce. He was further required to do additional preparation work before laying the rock and stabilization work on the shoulders after laying the rock, due to the soft condition of the new shoulders. This took an additional three days' blade and roller time.

As this work required of the contractor was due entirely to a change in the planned procedure, it is recommended that the workday time be increased five days, from 95 to 100 days, without the assessment of damages.

This matter will be on the agenda for the December 12-13 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me

cc Mr. Tom Edwards

4

RECEIVED
NOV 18 1960
FOR FILING
33-1069
5678

November 18, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Dorman Construction Co., a portion of the funds heretofore retained by the Commission on contract #5678 for paving the Willow Creek-Jefferson County Line Section of the Warm Springs Highway in Wasco County.

This payment, in the amount of $65,290.27, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,029.61. The present payment will be released on or after November 28, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Dorman Construction Co.,
2818 East 1st Street
Vancouver
Washington

RECEIVED
NOV 15 1960
FOR FILING

33-1069
5678

Salem, Oregon
November 15, 1960

Mr. C. G. Swenson
County and City Relations Engineer
OFFICE

This is to advise you that work was completed on October 28, 1960, on Contract No. 5678, Willow Creek-Jefferson County Line Section, in Wasco County.

R. L. Porter
Office Engineer

RLP:sw

Form E-1—(Rev.)—

33-1069

#5674

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending	Nov. 4, 1960
Section	Willow Creek - Jefferson Co. Line	Kind of work	Paving
Highway	Warm Springs County Wasco	Section prefix	33-1069
Contractor	Dorman Construction Co.	Contract number	5678
Date of contract	April 21, 1960	Specified work days	95
Date work started	July 5, 1960	Work days used	102
Project authorization	$ 189,391	Per cent of time elapsed	107 %
Exclusive of engineering	$ 175,923		

Estimated cost of completed project, exclusive of engineering . . . $ 171,292

Estimated per cent underrun . . . 2.2 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . . . $ 13,467

Engineering cost to date $ 13,600, 100 %

Date project was completed Oct. 28, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE Shoulders	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

The processing of shoulders was completed Friday, Oct. 28th, and the project considered complete on that date.

The 2 - 1000 cu.yd. maintenance Purchase Order Stockpiles at M.P. 84 were completed early this week.

The crushing and paving plant equipment was being moved out from the gravel pit site on the Reservation all week. On Thursday, when I went over the job considerable equipment was still on the site.

NOTED

DIVISION
RECEIVED
NOV 7 1960
COE

Signed

Address Portland 2,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		18.35			18.35
Miles partially completed					
Miles completed		18.35			18.35
Total estimated quantities (contract)		4,800			27,360
Total quantities corrected to date		6,033			24,934
Estimated quantities moved or placed to date		6,033			24,934
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			Project completed October 28th, 1960
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIV[illegible]D
JUL 1[illegible] 1960
FOR FILING

33-1069

5678

NOTED
W. C. WILLIAMS

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 13, 1960

Mr. A. W. Galbraith
Superintendent
Warm Springs Indian Agency
Warm Springs, Oregon

Willow Cr.-Jefferson Co. Line
Paving Project
Warm Springs Highway

Dear Mr. Galbraith:

In accordance with your request of July 8 to Mr. Benedict, I am forwarding under separate cover a copy of Special Provisions and a copy of the Standard Specifications to which reference is made in the special provisions on the Willow Creek-Jefferson County Line Paving contract, which has been awarded to Dorman Construction Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

ORIGINAL SIGNED BY
TOM EDWARDS

Tom Edwards
Construction Engineer

EAP:db

cc: W. C. Williams

RECEIVED
JUL 14 1960
OFFICE OF
STATE HIGHWAY ENGINEER

A

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUN - 7 1960
FOR FILING
33-1069
5678

June 7, 1960

Dorman Construction Co.,
2818 East 1st Street
Vancouver
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5678, awarded April 21, 1960, for paving the Willow Creek-Jefferson County Line Section of the Warm Springs Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
APR 25 1960
FOR FILING
33-1069

5678

April 22, 1960

Dorman Construction Company
2818 E. 1st Street
Vancouver, Washington

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5678 for paving on the Willow Creek-Jefferson County Line Section of the Warm Springs Highway in Wasco County.

This award was based on your bid of $167,348, which was the low bid submitted to the Commission on April 19, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with. Contract #5614 Ends with: Contract #5678

FLASH CARDS: Begin Each Contract

Remarks: #5614 continued from reel 97

Reel No. 98 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 25 day of March 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm